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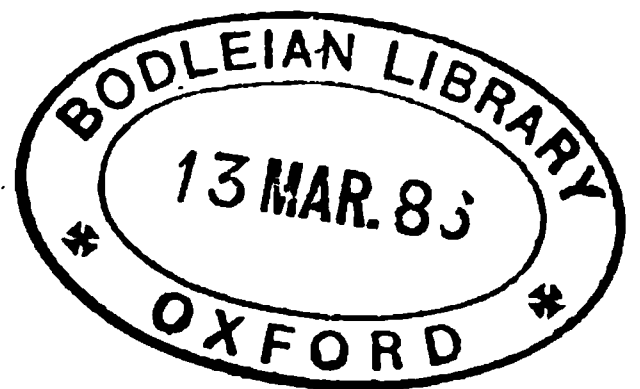
OF THE

HOUSE OF REPRESENTATIVES

FOR THE

FIRST SESSION OF THE FORTY-EIGHTH CONGRESS,

1883-'84.



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INDEX TO EXECUTIVE DOCUMENTS OF HOUSE OF REPRESENTATIVES.

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REPORT

OF THE

SECRETARY OF THE INTERIOR;

BEING PART OF

THE MESSAGE AND DOCUMENTS

COMMUNICATED TO THE

TWO HOUSES OF CONGRESS

AT THE

BEGINNING OF THE FIRST SESSION OF THE FORTY-EIGHTH CONGRESS.

IN FOUR VOLUMES.

VOLUME I.

**WASHINGTON:
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REPORT OF THE SECRETARY OF THE INTERIOR.

DEPARTMENT OF THE INTERIOR,
Washington, November 1, 1883.

SIR: I have the honor to submit my second annual report of the operations of the Department of the Interior, and in so doing to renew many of the suggestions and recommendations of my former report, together with such others as in my judgment will promote the public interest.

INDIAN AFFAIRS.

The report of the Commissioner of Indian Affairs shows that there has been a very considerable improvement among the various Indian tribes, with but little dissatisfaction and but one outbreak, and that among the Apaches of Arizona. It is believed that it is quite possible, with a wise and judicious treatment of the Indian question, to prevent the recurrence of hostilities between the Indian and his white neighbors that have marked nearly every year of our history. The Indian can no longer hide himself in the fastness of the mountains or in the solitude of the wilderness. Contact has come between the settler and the Indian in all parts of the country. Civilization and savagery cannot dwell together; the Indian cannot maintain himself in a savage or semi-civilized state in competition with his white neighbor, and he must adopt the "white man's ways" or be swept away by the vices of savage life, intensified by contact with civilization. Humanity revolts at the idea of his destruction, yet it is far better that he should disappear from the face of the earth than that he should remain in his savage state to contaminate and curse those with whom he must necessarily come in contact in the future.

It has been demonstrated that the Indian is capable of advancement, although he has not reached a high state of civilization, except in a few individual cases. The progress of the Indians of the Indian Territory and New York, as well as some other sections, not only demonstrates his capability but also affords convincing proof that the race is not to die out, but has the inherent strength to maintain itself, even under

quite unfavorable circumstances, and that with intelligent assistance from the Government it may become self-supporting.

If the Indian is to become a civilized being it must be by the aid of the Government, intelligently directed; and one of the first steps to be taken is to fix the Indian in a permanent home. Civilization will come slowly, if it comes at all, to those who wander about without fixed homes, however well the Government provides for their wants. To this end the reservations should be reduced in size commensurate with the wants of their occupants, and a fee-simple title thereto given to the tribe, to be held for the benefit of the members thereof, according to Indian polity, until such time as the Indians themselves shall choose to divide it. The surplus lands of such reservations should be bought by the Government, and parceled out to actual settlers only. The proceeds of the lands so sold should be used, not in providing food only for the Indian, but in the purchase of stock, farming implements, and in the education of their youth. When the Indian is fixed in his home and understands that he has a title to his land of which he cannot be deprived, one great source of his discontent will be gone.

The destruction of game in the country renders it impossible for the Indian to continue to support himself by the fruits of the chase, and he must support himself by labor or be supported by the Government. If supported by the Government, he will be a pauper and a vagabond, an expense to the nation, and a curse to the people among whom he may dwell. His evil influence will be felt far beyond the neighborhood in which he may live. He has no claims on the Government for support beyond the time when he has acquired the ability to support himself. If the Government has purchased his land, he should be paid for it according to the contract, having, however, due regard to his interest. If the system of annuities provided for in many of the treaties will keep him a savage pauper, payments should be made to him in such a way as to save him from such a state. He will not advance if the Government supplies all his wants and demands nothing from him; and no greater injury can be done him than to supply his wants and allow him to live in idleness. If allowed to continue in idleness, he will continue in vice and savagery. He must be taught to labor and care for himself, by persuasion if possible, by compulsion if necessary. The Government should provide schools for his children, where they should be taught the English language, and all kinds of useful labor; and the attendance of all children of school age should be required. If he chooses to be a farmer, he should receive suitable assistance in the first instance, with the understanding that such assistance is only temporary and must soon cease. If he prefers to be a stock-raiser, as he will in most cases, he should be furnished stock suitable to his wants, instructed to care for them, and then left to his own exertions. The manual-labor schools should instruct the male children in labor on the farm and in the shops, and the females in household affairs. Oppor-

tunities to engage in such labor can be readily found among the settlers on the borders of the reservations.

Laws should be enacted for his protection, not, however, at his dictation, but such as enlightened philanthropy determine for his benefit. He must not only have the protection of law, but he must be subject to its provisions. The courts should be as free to him for the protection of his person or property as to his white neighbors.

If he desires to abandon his tribal relations and become a citizen of the United States, he should be allowed to do so, without the loss of his interest in the tribal property.

Treaties impossible of fulfillment, or contrary to the public interest, should be modified or repealed; no more treaties should be made, or statutes enacted according to agreements made with the Indian. If he has more land than he needs, he must surrender the excess, and it cannot be left to him to determine either the amount he ought to retain or the price he ought to receive. He is incapable of determining such weighty questions; they should be determined by the legislative branch of the Government, or by some suitable tribunal created for that purpose. To many of the reservations he has no title whatever, and is but the occupant thereof by Executive favor. Such occupants ought not to be left landless, neither should they be allowed to hold large tracts not necessary for their support, and of which they make but little or no use.

In most cases appropriations for support are in consideration of cessions of lands heretofore made by the Indians to the Government, and the money so appropriated cannot be considered a gratuity; but in addition to such appropriation a large amount is appropriated for the support of Indians with whom we have no treaty engagements for such support. The amount so appropriated for the fiscal year 1883 was \$1,520,000.

Such last-named appropriations have been made in the same manner that those made under treaty engagements have been made; that is, a specified sum for each tribe or band. The propriety of this method, when applied to those Indians with whom we have treaty engagements for such appropriation, is not to be questioned; but no reason exists why the same course should be pursued with reference to those appropriations that are a gratuity on the part of the Government. All such appropriations should be at the disposal of the Department, so that distribution can be made according to the necessity of the Indians for whose benefit these appropriations are made. If the Department could use these funds at its discretion, they could be made not only a means of support, but a valuable agency in the civilization of the Indians. The Indian receiving the supplies so provided for should be made to understand that he has no claim on the Government, and that such assistance is only afforded him to enable him to become self-supporting,

and that if he fails to show reasonable progress in that direction such support will be withdrawn. It should be within the power of the Department to withhold such supplies, except in payment for labor performed by such Indians when the Department can furnish them an opportunity to labor. The cultivation of land or the care of stock should be made a condition precedent to receiving aid from the Government, except in the case of those unable to perform such labor. Such has not been the practice of the Government, but, on the contrary, the Indian has been allowed to refuse to do work of any kind, and yet demand and receive support from the Government. Why should the Government support the able-bodied Indian who refuses to work, any more than it should the white man who refuses to exert himself for his support?

I therefore recommend that all appropriations of the character named—that is, those made without consideration on the part of the Indians—be placed at the disposal of the Department, and that their distribution be made to depend as far as practicable on the disposition shown by the Indians to become self-supporting.

In my former report I recommended the disarming of the Indians, and I renew that recommendation. If we subsist the Indian, he has no use for fire-arms, and it is not economy to allow him to retain his arms for the purpose of supplying himself with game; far better to give him a sufficiency of food, and require him to remain on his reservation. If the Indian is disarmed he will cease to be an object of terror to his white neighbor, and the friendly relations that ought to exist between the white settler and his Indian neighbor will not be wanting. It is unsafe to trust an Indian with a gun; the very possession of it incites in him a desire to use it. The unarmed Indian is as safe in any country as the unarmed white man; it is the possession of his weapon and the knowledge that he may be tempted to use it that creates hostility towards him on the part of the settler. Disarm him and put him under the protection of the law, and his person and property will be as safe as that of his white neighbor. His arms ought not to be confiscated; for every rifle give him an ox of twice its value to till his field, cows, sheep, or horses, as he may need. The propriety of doing this cannot be doubted; the beneficial results would be readily seen. I renew the following suggestion made in my former report:

I therefore suggest that the Commissioner of Indian Affairs be authorized to adopt some system of disarming the Indians, and to that end to purchase the arms of the Indians on fair terms, and that suitable appropriation be made, out of which payment shall be made, and that the sale of arms or ammunition to Indians holding tribal relations be prohibited under severe penalties.

INDIAN EDUCATION.

The subject of Indian education has lost none of its interest since my former report; on the contrary, an increased public interest has been

aroused concerning the duty of the Government in this behalf. The success attending all efforts in that direction, whether put forth by the Government or through the aid of charitable persons and associations, is most encouraging. The fact that the attempt to educate the Indian is not confined to a knowledge of books, but that the effort is being made to give him a practical education that will enable him to supply his own wants by his own labor, has won to the cause of Indian education many who saw but little advantage to the Indian in a literary education alone. The appropriations last year for the education of Indians were far below the actual wants of the service; yet I am able to report a great improvement in the condition of Indian schools, an increased attendance of pupils, and an increased interest among the Indians, both adults and youths. The Department located an Indian school at Lawrence, Kans., to be conducted on the plan of Carlisle, Hampton, and Forest Grove. The citizens of Lawrence donated to the Government for the purposes of this school 280 acres of choice land in the immediate vicinity of the city, of the cash value of something over \$10,000. The buildings are now in course of construction, and when completed will accommodate about 340 children. It is desirable to increase their capacity to 500. The contract price for the buildings is \$45,000. The superintendent of Indian schools reports the school buildings of Chilocca, Ind. T., and Genoa, Nebr., as about ready for occupation. The capacity of each of these schools is 150. It will be economy to increase their capacity to 400 each. In addition to the above, it is proposed to establish boarding-schools at Devil's Lake, Rosebud, and Sisseton, Dak.; Washakie, Wyo.; Wichita, Ind. T.; and Siletz, Oreg. Some of these are in course of erection. Ten new day schools have been established during the fiscal year. The capacity of the boarding-schools now established, including Carlisle, Hampton, and Forest Grove, is 5,025, and of the day schools 4,000, making the total 9,025. The capacity of boarding and day schools, old and new, is about 11,000.

In my former report I urged the necessity of putting at least one-half of the children of school age in *manual-labor schools*, and keeping them there until they should be sufficiently instructed in the industrial arts to support themselves. It has been demonstrated during the last year that even more than that proportion of the children can be put in manual-labor schools, if suitable appropriations are made for that purpose. Accommodation should be provided for at least 10,000 children in addition to those now in manual-labor schools, which would secure to about one-half of the children of school age the advantages of at least a partial education, while under present appropriations only about one-fourth have any school advantages at all, three fourths growing up in ignorance and vice. If it is wise to educate one-fourth, it is difficult to see why it is not wise to educate *all*. Certainly this ought to be done, unless the expense is too great for the Government to bear.

VIII REPORT OF THE SECRETARY OF THE INTERIOR.

In my former report I endeavored to show that such expense was within the true principles of governmental economy, in the following manner :

The care, support, and education of 10,000 Indian youths during the fiscal year 1884 ought not to exceed \$2,500,000, and with the increased number of children there ought to be a reduction in the cost, and the expense of 20,000 children ought not to exceed \$4,000,000 per annum. To the 20,000, costing annually \$4,000,000, ought each year to be added not less than one-fourth that number, which, at the same expense per capita, will necessitate an additional appropriation of \$1,000,000, and the account will stand thus :

10,000 children, fiscal year 1884, computing the cost at \$250 each.....	\$2, 500, 000
20,000 children, fiscal year 1885, at \$200 each	4, 000, 000
25,000 children, fiscal year 1886, at \$200 each	5, 000, 000
30,000 children, fiscal year 1887, at \$200 each	6, 000, 000
25,000 children, fiscal year 1888, at \$200 each	5, 000, 000

The per capita allowance is greater than the cost at the agency boarding-schools, but these schools are not kept up more than nine or ten months, while this estimate is for attendance for the full calendar year.

At the close of the fiscal year 1887 10,000 children, having completed their school course, can be discharged, leaving, with the 5,000 to be added for the fiscal year 1888, 25,000; 10,000 of these may be discharged at the end of the fiscal year 1888, leaving, with the addition of 5,000, 20,000 for the fiscal year 1889; and every year thereafter one-fourth of the whole number may be discharged and the like number added. Thus, at the end of the fiscal year 1888 there will have been discharged 20,000 children, who will be able to care for and support themselves; and the total expense of the education of this number with those remaining in school will not exceed \$22,500,000, or about two-thirds of the amount of money expended for the suppression of Indian hostilities during the years 1864 and 1865.

Since 1872, a period of only ten years, the cost of Indian hostilities and military protection against Indians is estimated by the military authorities at \$223,891,264.50, or an annual expense of \$22,389,126.45. To this must be added the yearly appropriation for subsistence, which averages about five millions a year. To this must also be added the loss of life and the horrors of an Indian war, only to be understood by those who have had the misfortune to be participants in or witnesses of them. This cannot be computed in dollars, but ought to be considered in determining the policy of the Government in its dealing with the Indians.

I am confident that the expense per capita as above given is greater than necessary, and that if appropriations are made of the amount as above proposed, the number of children proposed to be kept in such manual-labor schools can be considerably increased. The total expense of the Indian service cannot be less than \$5,500,000 annually, and such expense must increase instead of diminishing if the Indian is not made to do something towards supporting himself. He will do but little if he is left to himself, and if, forced by hunger, he does become a laborer, he will be without skill and only able to do menial labor requiring neither skill nor intelligence. His children will become beggars and thieves, adding to the expense of the country by increasing pauperism and crime.

The education of the Indian is demanded, not only in the interest of the Indian, but of the white people of the country, who are yearly taxed to support a class who by education can be readily transferred from the

list of non-producers to that of producers, and the public relieved from the burden of their support. Public sentiment will sustain liberal appropriations for a measure that promises to settle in a satisfactory way the "Indian problem," and answers once for all the question so often asked, "What shall we do with the Indians?"

Many of the treaties contain provisions for the support of a school for every thirty children. It is not desirable to establish a school for every thirty children; but as this provision was in most cases, if not in all, inserted in consideration of the cession of land, and thus must be considered not as a gratuity but a payment to be made, it appears to be the duty of the Government to expend in the education of such children a sum equal to the sum called for in such treaty. The cash value of such provision can be readily ascertained. A careful examination of the treaties has been made to see what amount was required yearly to fulfill such treaties, and the records of the Department have been as carefully examined to determine what amount has been expended under such treaties. The difference between what was expended and what ought to have been expended is the amount due the Indians each year, under such treaties. The sum of the years is the amount now due. I submit a table herewith by which it appears that the sum total required to fulfill such treaties amounts to the sum of \$3,759,400 to the close of the fiscal year 1884, and this after deducting all sums for educational purposes on account of such treaties.

The estimates for school purposes submitted for the fiscal year 1885 contain an estimate for school-houses and one year's school under the treaties. The cost of such school-houses must come from the above amount, should Congress make the appropriation required, and still there would be due the Indians the sum of \$3,256,400. This amount is guaranteed by treaty to be expended for educational purposes. It ought to have been expended in part each year, but the Government cannot avoid the payment of this sum simply because it declined to pay according to its contract.

These obligations are as sacred as the public debt, and every argument that can be used in favor of strict probity in dealing with the creditors of the Government can be used with reference to these obligations, and many reasons exist why these obligations should have had preference even of the public debt, but no excuse can be made for the failure on the part of the Government to comply with this condition of the treaties. With an abundance of money lying idle in its vaults, it is difficult to understand why so little attention has been paid to the pledges of the Government in this respect. The sum unpaid should at once be appropriated to be used for educational purposes, including stock, farming implements, tools, &c., for manual-labor schools. With this sum at the disposal of the Department, there can be but little difficulty in establishing schools among these tribes adequate to their wants.

X REPORT OF THE SECRETARY OF THE INTERIOR.

Statement showing amounts which should have been appropriated up to June 30, 1884, to fulfill educational provisions of the treaties with various Indian tribes.

Name of tribe.	Date of treaty.	Revised Statutes, volume and page.	Provision of treaty.	Amount.
Apache, Kiowa, and Comanche.	Oct. 21, 1867	Vol. 13, p. 583	School building and teacher for every 80 children for twenty years.	\$284,200 00
Bannock.....	July 3, 1868	Vol. 15, p. 675	.....do	44,200 00
Cheyenne and Arapahoe.	Oct. 28, 1867	Vol. 15, p. 595	.....do	283,100 00
Crow	May 7, 1868	Vol. 15, p. 651	.....do	262,200 00
Navajo	June 1, 1868	Vol. 15, p. 669	School building and teacher for every 30 children for ten years.	792,100 00
Northern Cheyenne and Arapahoe.	May 10, 1868	Vol. 15, p. 656	School building and teacher for every 30 children for twenty years.	167,800 00
Shoshone	July 3, 1868	Vol. 15, p. 675	.....do	141,700 00
Sioux	Apr. 29, 1868	Vol. 15, p. 637	.....do	1,491,600 00
Ute	Mar. 2, 1868	Vol. 15, p. 621	.....do	292,500 00
Total				* 3,759,400 00

* Of this amount \$503,000 represents school buildings at \$1,000 each, and \$3,256,400 represents teachers, fuel, school materials, &c., at \$700 per school per annum.

The superintendent of Indian schools recommends that at the agencies where manual-labor schools are not maintained there be established a semi-boarding school; that is, where the children shall be furnished a midday meal. The expense of such a school will be but little more than the day schools, and it is believed that a better attendance can be secured than at the day schools, with greater advantage to the children. He recommends the establishment of twenty schools of that character at an expense of about \$70,000. I concur in his recommendation.

In my former report I urged the necessity of the creation of a permanent fund for the education of Indians, and especially recommended that the net receipts of the sale of public lands be set apart for that purpose. I again urge the necessity of some provision for a permanent fund, and again recommend that the net proceeds of the sale of public lands be set apart for that purpose, if it is considered desirable to continue to dispose of the public land in any other manner than under the provisions of the homestead law.

COURT OF INDIAN OFFENSES.

Many of the agencies are without law of any kind, and the necessity for some rule of government on the reservations grows more and more apparent each day. If it is the purpose of the Government to civilize the Indians, they must be compelled to desist from the savage and barbarous practices that are calculated to continue them in savagery, no matter what exterior influences are brought to bear on them. Very many of the progressive Indians have become fully alive to the pernicious influences of these heathenish practices indulged in by their people, and have sought to abolish them; in such efforts they have been aided by their missionaries, teachers, and agents, but this has been found impossible even with the aid thus given. The Government furnishes the

teachers, and the charitable people contribute to the support of missionaries, and much time, labor, and money is yearly expended for their elevation, and yet a few non-progressive, degraded Indians are allowed to exhibit before the young and susceptible children all the debauchery, diabolism, and savagery of the worst state of the Indian race. Every man familiar with Indian life will bear witness to the pernicious influence of these savage rites and heathenish customs.

On the 2d of December last, with the view of as soon as possible putting an end to these heathenish practices, I addressed a letter to the Commissioner of Indian Affairs, which I here quote as expressive of my ideas on this subject:

I desire to call your attention to what I regard as a great hindrance to the civilization of the Indians, viz, the continuance of the old heathenish dances, such as the sun-dance, scalp-dance, &c. These dances, or feasts, as they are sometimes called, ought, in my judgment, to be discontinued, and if the Indians now supported by the Government are not willing to discontinue them, the agents should be instructed to compel such discontinuance. These feasts or dances are not social gatherings for the amusement of these people, but, on the contrary, are intended and calculated to stimulate the warlike passions of the young warriors of the tribe. At such feasts the warrior recounts his deeds of daring, boasts of his inhumanity in the destruction of his enemies, and his treatment of the female captives, in language that ought to shock even a savage ear. The audience assents approvingly to his boasts of falsehood, deceit, theft, murder, and rape, and the young listener is informed that this and this only is the road to fame and renown. The result is the demoralization of the young, who are incited to emulate the wicked conduct of their elders, without a thought that in so doing they violate any law, but, on the contrary, with the conviction that in so doing they are securing for themselves an enduring and deserved fame among their people. Active measures should be taken to discourage all feasts and dances of the character I have mentioned.

The marriage relation is also one requiring the immediate attention of the agents. While the Indians were in a state of at least semi-independence, there did not seem to be any great necessity for interference, even if such interference was practicable (which it doubtless was not). While dependent on the chase the Indian did not take many wives, and the great mass found themselves too poor to support more than one; but since the Government supports them this objection no longer exists, and the more numerous the family the greater the number of the rations allowed. I would not advise any interference with plural marriages now existing; but I would by all possible methods discourage future marriages of that character. The marriage relation, if it may be said to exist at all among the Indians, is exceedingly lax in its character, and it will be found impossible, for some time yet, to impress them with our idea of this important relation.

The marriage state, existing only by the consent of both parties, is easily and readily dissolved, the man not recognizing any obligation on his part to care for his offspring. As far as practicable, the Indian having taken to himself a wife should be compelled to continue that relation with her, unless dissolved by some recognized tribunal on the reservation or by the courts. Some system of marriage should be adopted, and the Indian compelled to conform to it. The Indian should also be instructed that he is under obligations to care for and support, not only his wife, but his children, and on his failure, without proper cause, to continue as the head of such family, he ought in some manner to be punished, which should be either by confinement in the guard-house or agency prison, or by a reduction of his rations.

Another great hindrance to the civilization of the Indians is the influence of the medicine men, who are always found with the anti-progressive party. The medicine

men resort to various artifices and devices to keep the people under their influence, and are especially active in preventing the attendance of the children at the public schools, using their conjurers' arts to prevent the people from abandoning their heathenish rites and customs. While they profess to cure diseases by the administering of a few simple remedies, still they rely mainly on their art of conjuring. Their services are not required even for the administration of the few simple remedies they are competent to recommend, for the Government supplies the several agencies with skillful physicians, who practice among the Indians without charge to them. Steps should be taken to compel these impostors to abandon this deception and discontinue their practices, which are not only without benefit to the Indians but positively injurious to them.

The value of property as an agent of civilization ought not to be overlooked. When an Indian acquires property, with a disposition to retain the same free from tribal or individual interference, he has made a step forward in the road to civilization. One great obstacle to the acquirement of property by the Indian is the very general custom of destroying or distributing his property on the death of a member of his family. Frequently on the death of an important member of the family all the property accumulated by its head is destroyed or carried off by the "mourners," and his family left in desolation and want. While in their independent state but little inconvenience was felt in such a case, on account of the general community of interest and property, in their present condition not only real inconvenience is felt, but disastrous consequences follow. I am informed by reliable authority that frequently the head of a family, finding himself thus despoiled of his property, becomes discouraged, and makes no further attempt to become a property owner. Fear of being considered mean, and attachment to the dead, frequently prevents the owner from interfering to save his property while it is being destroyed in his presence and contrary to his wishes.

It will be extremely difficult to accomplish much towards the civilization of the Indians while these adverse influences are allowed to exist.

The Government having attempted to support the Indians until such time as they shall become self-supporting, the interest of the Government as well as that of the Indians demands that every possible effort should be made to induce them to become self-supporting at as early a day as possible. I therefore suggest whether it is not practicable to formulate certain rules for the government of the Indians on the reservations that shall restrict and ultimately abolish the practices I have mentioned. I am not ignorant of the difficulties that will be encountered in this effort; yet I believe in all the tribes there will be found many Indians who will aid the Government in its efforts to abolish rites and customs so injurious to the Indians and so contrary to the civilization that they earnestly desire.

In accordance with the suggestions of this letter, the Commissioner of Indian Affairs established a tribunal at all agencies, except among the civilized Indians, consisting of three Indians, to be known as the court of Indian offenses. The members of this tribunal consist of the first three officers in rank of the police force, if such selection is approved by the agent; otherwise, the agent may select from among the members of the tribe three suitable persons to constitute such tribunal.

The Commissioner of Indian Affairs, with the approval of the Secretary of the Interior, promulgated certain rules for the government of this tribunal, defining offenses of which it was to take cognizance. It is believed that such a tribunal, composed as it is of Indians, will not be objectionable to the Indians and will be a step in the direction of bringing the Indians under the civilizing influence of law. Since the creation of this tribunal the time has not been sufficient to give it a fair

trial, but so far it promises to accomplish all that was hoped for at the time of its creation. The Commissioner recommends an appropriation for the support of this tribunal, and in such recommendation I concur.

CRIMES.

In my former report I called attention to the necessity for legislation for the punishment of crimes committed on reservations, whether committed by white men on Indians or Indians on white men, or by Indians on each other. Much uncertainty exists as to the power to punish for such offenses committed on reservations. This should be set at rest by proper legislation. As far as possible all reservations should be within the criminal jurisdiction of the State or Territory in which they are located.

The Commissioner of Indian Affairs again calls attention to the persistent attempts made by one Payne and others to invade the Indian Territory for the purpose of settlement, and recommends the enactment of a law adding imprisonment to the fine now provided for. I concur in his recommendation.

Frequent complaints are made of depredations on Indian reservations and on the Indian lands of the Indian Territory, by cutting timber by lawless persons who invade those lands for that purpose. There appears to be no way under existing laws to punish such trespassers, and I recommend that appropriate legislation be had by which parties may be properly punished.

CIVILIZATION OR CONTINGENT FUND.

In my former report I called attention to the need of a contingent fund to be used in the work of civilizing the Indians. I quote the following from my former report:

From July, 1877, to July, 1881, there was placed to the credit of this fund the sum of \$715,000, derived from the sale of certain Indian lands in Kansas. Of this sum \$500,000 was expended in the establishment and support of schools, and the remainder in the purchase of wagons, farming tools, stock, &c., with the exception of about \$4,800 now on hand.

It will be seen that this sum has been treated as a contingent fund, and was drawn on in all cases where, in the judgment of the Secretary of the Interior, the money could be profitably used in the work of civilizing the Indians. It will be noticed that the annual expenditure from that fund was something over \$175,000. It cannot be doubted that the use of such fund has greatly advanced the cause of Indian civilization, and it is doubtful whether any appropriation of equal amount for specific purposes has been as beneficial as that fund.

In making estimates as to the cost of greater efficiency in the school service it must be borne in mind that not less than \$125,000 per annum was used from that fund in the support of the schools. It is very difficult to estimate each year for the wants and needs of the Indian service. A liberal contingent fund should therefore be provided, to be used, in the discretion of the Secretary, whenever, through inattention, neglect, or ignorance of the necessities of the case, proper provision has not been made.

A year's experience since making the above suggestion has confirmed my views on that question, and I cannot urge too strongly the necessity of the creation of a fund on which the Department has a discretionary power, not to be used for subsistence, but for aiding exceptional cases for civilizing purposes, such as employing farmers, mechanics, and others to teach by practice the Indians to become farmers, mechanics, stock-raisers, and general laborers.

COMPENSATION OF INDIAN AGENTS.

The salaries allowed to Indian agents are, in most cases, grossly inadequate to the labor performed by them. In several instances agents have found the labor so great and the compensation so small that they have surrendered their positions to accept a larger salary, with less labor and responsibility, in other fields. The work required of an Indian agent is of the highest order, and can only be performed by men of large capacity and business experience. He is charged with the distribution of a large amount of property among the Indians. He submits estimates for the necessary appropriations for his agency, has the general oversight of the affairs of the agency, and directly represents the Government in its efforts to care for, protect, and advance the Indians. Work of this character ought not to be left to men of doubtful financial probity or of questionable morals. Men who can properly perform the work assigned to them as Indian agents can make more money, with less labor and privation, in other pursuits.

I earnestly recommend that the salaries of agents be increased sufficiently to secure good men and retain them in the service.

INDIAN TITLES.

The tenure by which most of the Indian tribes hold their land is very unsatisfactory. In a few cases the Indians are sufficiently advanced to appreciate the advantages of land in severalty, but the great mass of the Indians are not only not ready for land in severalty, but violently opposed to it, and incapable of taking care of such title if given to them. A title in severalty to or individual ownership of land is unknown in Indian polity, and they cannot understand why one man should have a claim on or title to land that he does not occupy, any more than they can understand how one man can become the owner of more air than he needs. They do not cultivate land in common, but each Indian has a separate patch or piece of ground which he tills year after year if he desires. When he neglects to cultivate it, any other person may do so. While he cannot comprehend individual ownership, he does know what title to his tribe means. He has been accustomed to hear the claim made that his tribe owns a section of the country. The invasion by one tribe of the region claimed by another has been the cause of innumerable wars. The denial of ownership in his tribe he fully understands, and whether that denial comes from a hostile tribe or from one of his

own number, it is, in his opinion, a crime to be punished. The reservation belongs to the tribe in trust for all the members thereof if they wish to occupy it. If it is sold, it must be sold for all.

I renew the recommendation that I made on the subject in my former report:

To the end that the Indians may be secure in their titles and have the assurance that they will not be removed, except by their free consent, I recommend the passage of a law to give each tribe a patent for the land the Government has guaranteed to it, leaving the Indians to determine the question of allotment for themselves. This system has given entire satisfaction to the civilized Indians of the Indian Territory, and is consonant with Indian law and religion.

LEASING OF INDIAN LANDS.

In April last, certain parties, alleging that they had made leases or agreements with the Cheyenne and Arapahoe and other Indians of the Indian Territory for the privilege of grazing cattle on the reservation of said Indians, by paying therefor two cents per acre per annum, applied to the Department to have their leases or agreements approved by the Department, and to be put in possession of the lands included in said leases or agreements. It was understood that quite a large amount and nearly all the lands so occupied by the Cheyennes and Arapahoes were included in such leases or agreements. It was urged by the parties desiring the approval of such leases or agreements that the Indians could derive a large revenue from the use of the lands, and be otherwise benefited by such occupation. I did not find authority for the making of such leases or agreements by the Indians, or by the Department, and I therefore declined to approve them, and informed the parties that I saw no objections to allowing the Indians to grant permission to graze cattle on their reservation at fair and reasonable terms; that the authority to so occupy must be given by the tribe, and not an individual member, and the whole tribe must participate in the benefits thereof; that the Department would not feel called on to remove the occupants under such leases or agreements, provided the Indians made no complaints and the Department was satisfied that the Indians were properly treated; that the parties and their employes conformed strictly to the statutes and rules of the Department with respect to the intercourse laws, with reference to the introduction of liquors, fire-arms, ammunition, &c.; that the Department would, when it appeared to be desirable for the public interest to do so, exercise its right of supervision to the extent of removing all occupants, without reference to such leases or agreements, on such notice as might be right and proper under the circumstances; and that all parties, in accepting such agreements from the Indians, must accept the same subject to such conditions and to the future action of Congress.

It is undoubtedly to the interest of the Indians to allow parties to graze cattle on their lands, if a fair price is paid for such privileges, as it will in time become a source of considerable revenue to

them, and will familiarize them with the care of stock. It is believed that the owners of herds would soon find it to their interest to hire Indians to herd their stock, and thus another source of revenue would be opened to them. Had the Department approved of the leases or agreements, it would doubtless have been the duty of the Department to collect from the occupants the money to be paid under the terms of such leases or agreements, and such money so collected would necessarily go into the Treasury of the United States. The Indians, having assumed the right to lease the lands, would not readily submit to have the money paid to the Department and put in the Treasury, although such fund might be subsequently used for their benefit. It will be impossible in the present condition of affairs to prevent conflicts between rival claimants for the privilege of grazing on Indian lands within the Indian Territory without legislation. Congress should provide some system by which the unoccupied lands can be leased by the tribe or the Department for the benefit of such tribes, and the money expended for the tribe without covering it into the Treasury.

CASH ANNUITIES TO INDIANS.

During the year there has been paid to Indians, in cash, about \$200,000, as interest on indebtedness to them. The practice of paying cash to the Indians is a pernicious one, for as a general rule the money is expended for useless, if not injurious, articles, and ought to be discontinued.

INDIAN HOMESTEADS.

The Commissioner of Indian Affairs recommends that a fund be placed at the disposal of the Department to pay the fees of homestead entries by Indians. In this I heartily concur. I think when an Indian will settle on land, intending to make it his home, he ought to be encouraged in so doing.

IRRIGATION.

A large number of reservations are situated within the arid regions, where agriculture cannot be carried on without irrigation. In some instances the cost of constructing ditches is very great, and it cannot be done by the Indians without material assistance on the part of the Government. It is folly to attempt to farm such reservations without provision for an adequate supply of water. I therefore recommend that an appropriation be made for the purpose of constructing ditches on such reservations as can be farmed only by irrigation.

THE GREAT SIOUX RESERVATION.

This reservation, including the agencies of Cheyenne River, Lower Brulé, Standing Rock, Pine Ridge, and Rosebud, contains, according to the report of the Commissioner of Indian Affairs for 1882, 48,924 square miles, with a population of about 24,000 inhabitants, or about 1 to two

square miles. The total number of acres cultivated on said reservation were 3,484, or about $5\frac{1}{4}$ square miles. The land claimed as cultivated consists of small and badly-cultivated fields, and the most of it can scarcely be considered as cultivated land.

The Forty-seventh Congress provided, in an act making appropriations for sundry civil expenses of the Government for the fiscal year ending June 30, 1883, and for other purposes, as follows:

For this amount, or so much thereof as may be necessary to enable the Secretary of the Interior to negotiate with the Sioux Indians for such modification of existing treaties and agreements with said Indians as may be deemed desirable by said Indians and the Secretary of the Interior, five thousand dollars; but any such agreement shall not take effect until ratified by Congress: *Provided, however,* That if any lands shall be acquired from said Indians by the United States, it shall be on the express condition that the United States shall only dispose of the same to actual settlers under the provisions of the homestead laws.

Approved August 7, 1882.

Under this provision commissioners were appointed to confer with the Indians and report to Congress for ratification. On the 1st of February the commission reported, by which it appears that the Indians of the several agencies above mentioned had agreed to cede to the United States about 18,000 square miles on the following conditions:

ART. II. The said Indians do hereby relinquish and cede to the United States all of the great Sioux Reservation—as reserved to them by the treaty of 1868, and modified by the agreement of 1876—not herein specifically reserved and set apart as separate reservations for them. The said bands do severally agree to accept and occupy the separate reservations to which they are herein assigned as their permanent homes, and they do hereby severally relinquish to the other bands respectively occupying the other separate reservations all right, title, and interest in and to the same, reserving to themselves only the reservation herein set apart for their separate use and occupation.

ART. III. In consideration of the cession of territory and rights, as herein made, and upon compliance with each and every obligation assumed by the said Indians, the United States hereby agrees that each head of a family entitled to select three hundred and twenty acres of land, under Article VI of the treaty of 1868, may, in the manner and form therein prescribed, select and secure for purposes of cultivation, in addition to said three hundred and twenty acres, a tract of land not exceeding eighty (80) acres, within his reservation, for each of his children, living at the ratification of this agreement, under the age of eighteen (18) years; and such child upon arriving at the age of eighteen (18) years shall have such selection certified to him or her in lieu of the selection granted in the second clause of said Article VI; but no right of alienation or encumbrance is acquired by such selection and occupation, unless hereafter authorized by act of Congress.

ART. IV. The United States further agrees to furnish and deliver to the said Indians twenty-five thousand (25,000) cows and one thousand (1,000) bulls, of which the occupants of each of said separate reservation shall receive such proportion as the number of Indians thereon bears the whole number of Indian parties to this agreement. All of the said cattle and their progeny shall bear the brand of the Indian Department, and shall be held subject to the disposal of said Department, and shall not be sold, exchanged, or slaughtered, except by consent or order of the agent in charge, until such time as this restriction shall be removed by the Commissioner of Indian Affairs.

ART. V. It is also agreed that the United States will furnish and deliver to each

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lodge of said Indians or family of persons legally incorporated with them, who shall, in good faith, select land within the reservation to which such lodge or family belongs, and begin the cultivation thereof, *one good cow and one well-broken pair of oxen, with yoke and chain*, within reasonable time after making such selection and settlement.

ART. VI. The United States will also furnish to each reservation herein made and described a physician, carpenter, miller, engineer, farmer, and blacksmith, for a period of ten years from the date of this agreement.

ART. VII. It is hereby agreed that the sixteenth and thirty-sixth section of each township in said separate reservations shall be reserved for school purposes, for the use of the inhabitants of said reservations, as provided in sections 1946 and 1947 of the Revised Statutes of the United States.

It is also agreed that the provisions of Article VII of the treaty of 1868, securing to said Indians the benefits of education, shall be continued in force for *not less than twenty (20) years, from and after the ratification of this agreement*.

ART. VIII. The provisions of the treaty of 1868, and the agreement of 1876, except as herein modified, shall continue in full force.

This agreement shall not be binding upon either party until it shall have received the approval of the President and Congress of the United States.

This agreement was not signed by a majority of the adults, but by the chiefs and headmen. The treaty of 1868 required that all treaties thereafter made should be ratified by three-fourths of the adults; but the treaty of 1876, ceding the Black Hills, was not executed in accordance with the treaty of 1868. The commissioners considered this as a precedent, and decided to accept the action of the chiefs and headmen as that of the tribe's, which is in strict accordance with Indian law.

Congress declined to ratify the agreement, and required that three-fourths of the adults should subscribe to the same. The commissioners have not made report of the progress made in securing signatures to such agreement; but it is alleged that the Indians have very generally concluded that it is not for their interest to dispose of the lands in the way proposed, and doubtless much dissatisfaction exists among them in relation thereto. It has been asserted that the price paid is not sufficient, and that the Indians were not informed as to the true meaning of the agreement; and it is not doubted that the Indians now so assert. It is not possible to make a treaty or an agreement with the Indians with which they will not be dissatisfied. Almost immediately after the agreement was signed by the chiefs and headmen, certain parties advised the Indians that they should not treat with the Government for a cession of lands unless they were paid in cash, and every effort was made by interested parties to induce the Indians to retire from the agreement. If one-half of the amount proposed to be expended for their benefit was offered them in cash, there can be no question but they would readily agree to the cession. It is difficult to make an Indian comprehend the benefits he will derive from the cession of land-unless he is paid in cash or its equivalent. He does not look forward to the time when he is to be self-supporting, but expects the Government to supply all his wants and pay him in cash or its equivalent for the lands which he values mainly as the means of securing compensation from the Government, and not for use. This treaty leaves these

Indians much more land than they will need for stock or farming purposes, being something over one square mile to each Indian, "great and small."

Whether the proposed payments are sufficient must be determined from the value of the land and the tenure under which it is held. It does not appear from an examination of the treaty of 1868 that it was the intention on the part of the Government to recognize the whole of that vast tract of land called the Sioux Reservation as the property of the Sioux alone, for it is provided that other Indians might be settled on the reservation with the consent of the Indians thereon; no provision is made for compensation for the land to be taken for that purpose. It appears to have been the purpose of the Government in reserving that vast tract to secure to each Sioux Indian a piece of land for his personal benefit; for it is provided that the head of a family should be allowed to take not exceeding 320 acres, and others a less amount; out of the reservation these smaller pieces were to be carved. The amount of land stipulated to be given to the Indians is more than double the amount that is allowed citizens of the United States to take under the settlement laws. It is also provided in the treaty of 1868 that if the tract reserved was not sufficient to secure the required amount of land other land should be added. There is also a provision that any male Indian eighteen years of age of said tribes may take a homestead of 160 acres anywhere on public land by residing on it for three years. It is further provided in the act of 1868 that, on the selection of land as aforesaid, the Government would give to parties selecting the same seeds, agricultural implements, &c., to the value of one hundred dollars the first year and twenty-five dollars per year for three years thereafter; and that each person engaging in farming should receive \$20 per year, or \$10 more than if he continued to roam over the reservation. The treaty of 1868 provides that schools shall be maintained at Government expense for every thirty scholars; also that the United States would furnish to each family that should commence farming one good American cow and one good well-broken pair of American oxen. The treaty of 1876 provides that the Government should erect comfortable houses for such of the Indians as should desire to farm. It is very evident that the great object in making the treaty was to induce the Indians to settle on farms and become farmers. But little effort has been made to comply with the conditions of these treaties on the part of the Government. I have shown in another part of this report that there is due the Sioux, under the provisions for the support of schools, \$1,491,600. The Indians have built themselves on the reservation 2,519 houses. The Government should have constructed these houses, which the Indians have constructed substantially without Government aid.

This item alone, allowing \$500 for each house, which is as little as they can

be built for, leaves the Government indebted to the Indians the sum of. \$1, 259, 500

the Government had furnished one cow and one yoke of oxen to each

family so locating, there would have been expended on this item alone 503, 800

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The extra \$10 to each Indian locating on a farm	\$25, 190
\$100 for each family so locating would require	251, 900
\$25 for three years, equal to \$75 one year	188, 925
	<hr/>
Or a total of	2, 229, 315
Deduct all payments that might be properly charged to their account...	217, 139
	<hr/>
Leaving a total of.....	2, 012, 176
To this must be added the sum due on account of failure to furnish schools according to the treaty	1, 491, 600
	<hr/>
Making a total of.....	3 503, 776

Besides this the Government is under obligations to build houses for all Indians not having houses, and furnish each with a yoke of oxen, cow, seeds, &c., as the Indians shall be entitled to, by locating on land of their own. The proposed agreement provides for the delivery of 25,000 cows and 1,000 bulls, of a total value of not less than \$850,000. The provision for the continuance of the appropriation for the support of schools for an additional sixteen years will require an annual appropriation of about \$106,500, or, in the total, about \$170,000, or a total under the present agreement of \$2,550,000 for these two items alone; other provisions of the agreement will require an additional sum. It is doubtful whether the Indians will be benefited by these large appropriations. If the conditions of the treaties of 1868 and 1876, together with those in the present agreement, are carried out in good faith on the part of the Government, the Indians will need no further aid from the Government, and can readily be made self supporting within the next ten years. The total annual appropriation for these Indians for the fiscal year was about \$1,700,000, the most of which is for subsistence, and its expenditure does little for the Indian except to keep him alive.

APACHES OF ARIZONA.

In my last report I called attention to the annual raids made by the Apaches of Arizona. In April last a number of the citizens of Arizona were killed, and a large amount of property stolen or destroyed by a band of Apaches that left the San Carlos Reservation in April, 1882, or before that time. In attempting to escape they passed into New Mexico, and killed Mr. McComas and wife and took their young son prisoner. The people of Arizona were greatly excited over the murders of their fellow-citizens and the destruction of their property, and threatened to take vengeance on the Indians on the reservation, claiming that the murders were committed by those Indians.

It is not at all surprising that the people of Arizona should have been excited over these outrages, occurring each year with the regularity of the seasons, and that in the excitement always attending an Indian raid they should contemplate holding the whole tribe responsible for the acts of a comparatively small number of the tribe. There is nothing more terrible to a new settlement than an Indian raid. No one

knows when the blow will fall, or where next the stealthy foe will appear. It is not open warfare, where every man has a fair show with his antagonist; it is not war; it is assassination. In such raids the Indians are careful not to meet any considerable number of whites, but they watch for the farmer at his work, the defenseless household, or traveler on the highway. When the citizens assemble, the Indian hides in the mountains until they disappear, and then he awaits his time to return and wreak his vengeance on the unarmed and defenseless citizens, regardless of age or sex.

In my former report I pointed out the danger to the San Carlos Indians if these raids were not stopped. Should these raids be continued, I am confident nothing but the presence of a military force will protect the Indians at San Carlos from destruction. The people believe the agency is the harbor for renegades, thieves, and murderers, and it is to be feared that heretofore such belief has not been without foundation, although it is not believed that any agency Indian was implicated in the last murders.

The Indians engaged in the raid escaped into New Mexico with but little danger to themselves. The commander of the district of Arizona, General Crook, pursued them into Mexico, and compelled the surrender of a portion of the hostiles, who were brought back to the reservation as prisoners of war. Some difficulty occurred as to the disposal of these Indians. They were prisoners of war, had surrendered with the idea that they would not be punished, and would be permitted to return to the reservation. General Crook hoped to secure quite a number of hostiles that had not surrendered, but had, through the prisoners taken, indicated their intention of so doing. After careful consideration of the case it was thought best to allow them to remain as prisoners of war on the reservation, hoping by so doing those still out might be secured, and then all danger of further hostilities, for the time at least, be avoided. General Crook was given full charge of the police of the reservation, for it was not thought to be prudent to divide the responsibility of keeping peace on the reservation, and the Department was not willing to attempt to keep peace with the prisoners of war freed from military control. The condition is an anomalous one, and one that cannot long continue. It is quite certain that the presence of the prisoners among the agency Indians has been very demoralizing. These Indians are guilty of murders and other crimes, and subject to the laws of Arizona and New Mexico, where the crimes were committed. General Crook says that they were not promised immunity for past offenses, but it is quite evident that they returned with the idea that they would not be punished for the crimes committed.

It does not appear to be the duty of the Department of the Interior to determine whether these offenders should be punished or not. At this time they are prisoners of war, in the hands of the War Department. If possible they should be removed from the agency to some

point where there will be less danger of their escape, and where their evil influences will not be felt by the more peaceably disposed of the tribe.

SAN CARLOS RESERVATION.

The San Carlos or White Mountain Reservation was established November 9, 1871, by Executive order, and contains 2,528,000 acres. The reservation should be carefully surveyed, and such portions as are not needed for the support of the Indians should be cut off.

This reservation is not the property of the Apache Indians residing on it, but it is quite difficult to make the Indians understand that a reservation set apart for their use is not theirs.

Since the establishment of this reservation there have been discovered on the exterior parts thereof both coal and silver mines. The coal mines are located in the southern part on land unfit for cultivation. These coal beds were first discovered by miners, who alleged that they were off of the reservation, and who still insist that such is the case; but a survey by the surveyor-general of Arizona affords proof of the falsity of this claim. It is however alleged that the prospectors who first discovered the coal mines acted in good faith, supposing that such coal fields were off of the reservation, and expended considerable labor in opening them. These coal fields are very valuable, and, as this fuel is much needed in Arizona, some arrangement should be made by which the public shall have the advantage of such discovery. It is competent for the President by Executive order to reduce the reservation, and thus throw the coal fields out of the reservation, but it is not thought advisable to do so without compensating the Indians for the land so taken, for, as before stated, it will be very difficult to make them understand that they are not being robbed. Some compensation should therefore be provided before the land is sold. If the claims of the prospectors should be found to be correct, that is, that they were in ignorance of the boundaries of the reservation (the Government not having established boundaries), they ought to be allowed to derive some advantage from their work, either by being allowed to purchase at a reduced price or to lease for a term of years.

NORTHERN CHEYENNES.

In 1881 Little Chief and his band, numbering 235, left the Cheyenne and Arapahoe Agency in the Indian Territory and proceeded to Pine Ridge, Dak. They were subsequently joined by 82 others. A large number of this band have located on Tongue River, Montana, and are making commendable efforts to support themselves. Since my former report the remainder of the Northern Cheyennes have left the Indian Territory and are now in Dakota. I recommend that some provisions be made to locate the Indians in Dakota or Montana, and that suitable provisions be made to enable them to engage in agriculture or stock raising.

NAVAJOES.

The Navajoes are located in Northeastern Arizona and Northwestern New Mexico, and number about 15,000. They have large herds of sheep and goats, and are not dependent on the Government except for the maintenance of their agency and the support of schools. I have called attention, in another part of my report, to the amount due these Indians under the provisions for the maintenance of schools. There is also due these Indians, from an appropriation made to carry out the seventh article of the treaty of June, 1868, the sum of \$96,651.74, which is available for the purchase of seeds and agricultural implements for their use. It is not desirable to use all of this fund for the purposes for which it was appropriated, but it is very desirable to use a portion of it for the purpose of improving the breed of sheep and horses now owned by these Indians. I therefore recommend that the authority be given to use the balance in the purchase of stock, payment of employés, and general expenses in procuring better grades of stock and in policing said reservation. It is found very difficult to keep these Indians on their reservation, for as the grass becomes scarce they leave their reservation and go on to the adjoining lands, and there come in contact with the stockmen and farmers of the adjacent regions. It is very desirable that an efficient police should be provided for, either out of the fund before mentioned or by a general appropriation.

CHEROKEE OUTLET ON LAND WEST OF 96°.

The last Congress, in an act entitled "An act making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and eighty-four, and for other purposes," provided as follows:

That the sum of three hundred thousand dollars is hereby appropriated, to be paid into the treasury of the Cherokee Nation out of the funds due under appraisement for Cherokee lands west of the Arkansas River, which sum shall be expended as the acts of the Cherokee legislature direct, this amount to be immediately available.—*Provided*, That the Cherokee Nation, through its proper authorities, shall execute conveyances, satisfactory to the Secretary of the Interior, to the United States in trust only for the benefit of the Pawnees, Poncas, Nez Percés, Otoes and Missourias, and Osages now occupying said tract, as they respectively occupy the same before the payment of said sum of money.

On the 14th of June last, under the provision of said act, deeds were duly executed by the Cherokee Nation to the United States in trust for the several tribes as hereafter stated.

Tribe.	Area in acres.	When settled.	Statute under which settlement was made.
Osage.....	1, 470, 058. 98	Apr., 1872	Act of Congress June 5, 1872, 17 Stat., p. 228.
Kansas	100, 187. 32	June 21, 1873	Act of Congress June 5, 1872, 17 Stat. p., 228.
Pawnee	230, 014. 04	June, 1875	Act of Congress April 10, 1876, 19 Stat., p. 29.
Ponca	101, 894. 31	July 28, 1878	Act of Congress May 27, 1878, 20 Stat., p. 76.
Nez Percé	90, 710. 89	Feb., 1879	Act of Congress May 27, 1878, 20 Stat., p. 74.
Otoe and Missouria ..	129, 113. 20	Oct. 23, 1881	Act of Congress March 3, 1881, 21 Stat., p. 318.

On receiving such deeds the \$300,000 provided in the said act was paid to the Cherokee Nation.

DISPUTED CITIZENSHIP IN THE INDIAN TERRITORY.

The Cherokees and Choctaws claim the right to determine for themselves who are citizens, and that it is the duty of the Government to remove all persons that their constituted authorities declare are not citizens. The Department, acting under an opinion of the Attorney-General of December 12, 1879, has refused to recognize such claim, and has asserted the right to determine for itself who are and who are not citizens when called on to remove persons claimed to be intruders. On this subject the Commissioner of Indian Affairs, in his report, says:

In view of the magnitude of the interests involved and the unsettled condition of these nations consequent upon the presence of this unrecognized population, and its rapid increase among them, I respectfully recommend that Congress authorize the appointment and provide for the payment of the expenses of a commission, whose duty it shall be to visit these nations, consider the points of difference between the Indians and the alleged intruders or non-citizens, and after determining upon rules of procedure for the final adjustment of the question, attend the councils of said nations, and submit said rules for their consideration and action, which, when adopted by them, and approved by the Department, shall be final and conclusive.

I concur in his recommendation.

CROW INDIAN RESERVATION.

This reservation is situated in the Territory of Montana, and contains 7,364 square miles, or 4,713,000 acres of land. A large part of this is unfit for cultivation, but the very best of grazing land. These Indians should be located on the Big Horn, with a suitable reservation for agricultural and pastoral purposes, and the balance sold. At least 3,000,000 acres might thus be disposed of, leaving the Indians sufficient agricultural lands to become self-supporting, if they desire to become agriculturists, and a sufficient amount of grazing lands should they prefer to become stock-raisers. The 1,713,000 acres that would be left would give nearly, if not quite, 600 acres of land to each individual member of their tribes. The number of Crows has been estimated at 3,500; but it is quite certain that the number is much less, and probably not over 2,500 or 3,000. A portion of the money realized for such sale should be at once invested in a herd for the tribes, and cared for by the Government until such time as the Indians shall be prepared to accept and care for their stock themselves. The proceeds of the surplus lands, properly used, would make the Crows self-supporting in a few years at the farthest.

BLACKFEET RESERVATION.

The number of Indians on this reservation is about 12,000. Until recently they have been able to support themselves largely by hunting, but the disappearance of the buffaloes is likely to cause great suffering

among them during the coming winter and spring if an additional appropriation is not made for them.

Inspector Howard reports from Fort Belknap, on the 17th of October, 1883, that "for the first time in the history of the agency the buffalo has failed to visit that region." Heretofore the buffalo meat and hides secured by the Indians have been sufficient, with the limited aid given by the Government, to give them fair support. If the Indians fail to secure buffaloes, as it is now quite certain they will, there is great danger of starvation among them. They must certainly starve unless they live off of the stock in the vicinity of the agency, but not on the reservation. If the Indians are driven by hunger to kill the cattle on the ranges belonging to herders who are rightfully in that section of country, there will be great danger of a collision between the herders and the Indians, and if such collision does not occur there will be a great loss of property, for the Indians will doubtless destroy more than they use. These Indians have a fine grazing country and some good agricultural lands that can be utilized by irrigation. A suitable appropriation should be made for their immediate wants, and provisions made for stocking the range with cattle, and they will soon become self-supporting from the growth of such herds.

CHIEF MOSES.

During the year 1878, the settlers of Washington Territory were greatly excited over the restless disposition shown by the Indians owing to the outbreak of the Snakes and Bannocks in the Territory of Idaho. Among the Indians causing this uneasiness was Chief Moses and his band, numbering about 150. Agent Wilbur endeavored, without success, to induce Moses and his band to go on the Yakima Reservation. Moses was accused of participation in certain murders, which he denied. The agent, fearing trouble for Moses and his band, asked permission to bring him to Washington for a conference with the Secretary. This was authorized, and Moses came on, and at a conference held with the Secretary in April, 1879, it was agreed that a reservation adjoining the Colville Reservation should be established for him and his band. On the 19th of April of that year, the Columbia Reservation, consisting of 1,994,240 acres, was established by Executive order, and on the 6th of March, 1880, by Executive order, there was added to said reservation 1,092,480 acres, making the total area of 3,086,720 acres. On Moses' return to Washington Territory he declined to go on the reservation, but set up title to it, and leased it for a nominal sum for grazing purposes. At the time of the establishment of the reservation there were a number of farmers and miners located on lands in the northern part of the reservation, whose rights were not respected, and who made complaints to the Department and protested against this reservation including their possessions. On the 23d of February, 1883, a strip fifteen miles wide on the northern part of the reservation, including such possessions and some

peaceable Indians, was, by Executive order, cut off from this reservation. Notwithstanding Moses had not lived on the reservation, and that it still contained 362,880 acres more than it did when he agreed to go on it, he complained bitterly that he was being robbed of his property. Much uneasiness was felt both by the settlers and military commander of the district on account of Moses' threatening attitude. Early last spring General Miles, commander of the Department of the Columbia, advised the bringing of Moses to Washington to confer with the Department. The Department not having funds applicable to that purpose, he was brought to Washington by the War Department. On the 7th of July a conference was held with Moses, at which it was agreed that the Secretary would ask Congress to make a suitable appropriation to enable him and his band to settle on the Colville Reservation and that the Columbia Reservation be abandoned. Moses was accompanied by Sar-sop-kin, the chief of a small band residing on the Columbia Reservation, and To-nas-cat, a Christian Indian from the Colville Reservation. Moses asserted that he had not gone upon the reservation because the Government had given him a reservation occupied by both whites and Indians, and that they disputed his right to the same, but asserted that he was willing to give up the reservation if the Government would compensate him in some way and allow him to go on the Colville Reservation, give him \$1,000 to build a house, \$1,000 per annum during his lifetime, furnish his band with two cows each; also, that the head of each family or each adult male should have a wagon, double harness, grain-cradle, plow, hand-hoe, scythe, and such other implements as are necessary, and build and maintain a school, saw-mill, and grist-mill when needed. Sar-sop-kin stipulated that he should be allowed to remain on the farm he then occupied, with sufficient other land to make his holding four square miles, and that each head of a family or adult male of his band should have 640 acres out of the Columbia Reservation, to be selected by himself and his band, or that he might remove to the Colville Reservation with the same rights as the Indians on such reservation, and that if he did so remove, his band should receive one hundred head of cows and such farming implements as needed.

To-nas-cat asked, in consideration that Moses and others should be allowed to remove to the Colville Reservation, that a saw-mill and grist-mill should be built, a boarding-school established capable of accommodating 100 children, saying that if it was the children should attend, and that he, as principal chief, be allowed \$100 per year during his lifetime. He also suggested that the Government ought to build a church; but yielded that point on the suggestion that the school-house could be used as a church.

The Secretary agreed to submit these propositions to Congress, and to recommend that the appropriation be made to carry them out. Chief

Moses returned to Washington Territory, and awaits the action of Congress.

It is now too late to question the propriety of the arrangement made with Moses in 1879. He will not surrender the reservation without some trouble unless he is compensated in some way for what he doubtless considers belongs to him. It is not proposed to support his band, but to give them the means of making themselves self-supporting. Sar-sop-kin and his band are now cultivating land, and it is doubtless good policy to give them the aid they require. To-nas-cat represents the progressive Indians of the Colville Reservation, and is worthy of encouragement and support. The total area of lands thus open to settlement, if the Indians are all removed to the Colville Reservation, is 2,357,120 acres. It is difficult to fix the amount required to carry out the proposed arrangement, but aside from the future support of the schools stipulated for, it is not believed it will exceed \$85,000, which is the amount General Miles estimates will be required.

I therefore recommend that an appropriation be made to carry out the spirit of the above proposition.

MISSION INDIANS OF CALIFORNIA.

Believing it desirable to obtain more authentic information concerning these Indians than that possessed by the Department, on the 9th of January, 1883, Mrs. Helen Jackson, of Colorado, and Mr. Abbott Kinney, of California, were appointed to make an examination of the condition and location of these Indians, and report to the Department. Mrs. Jackson, having spent some time in California studying the history of these people, was well qualified for the work; besides, she has given much attention to the Indian question, and was known to have their interest much at heart. Mr. Kinney, a gentleman of character, had also taken a deep interest in the welfare of these people. Both Mrs. Jackson and Mr. Kinney exacted nothing of the Government except the expenses actually incurred in their work. The work could not well be performed during the winter, and was not undertaken until spring. On the 13th of July Mrs. Jackson and Mr. Kinney made their report.

From their report it appears that these Indians number 2,907. The report contains a list of the villages occupied by them—sixteen villages; besides, it is alleged that quite a number live in the white settlements and towns. Some of the villages are on the reservations established for these Indians, others on public land, and not a few on what is claimed to be private land. It is said that fifty years ago these Indians numbered between 20,000 and 30,000, and their condition was much better than it now is. These Indians are not savages, but a semi-civilized people, peaceable and industrious, attached to the Catholic Church.

In a report made to the Interior Department in 1853, Mr. D. B. Wilson made the following statement:

These same Indians had built all the houses in the country, planted all the fields and vineyards. Under the missions there were masons, carpenters, plasterers, soap-

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makers, tanners, shoemakers, blacksmiths, millers, bakers, cooks, brickmakers, carters, and cartmakers, weavers and spinners, saddlers, shepherds, agriculturists, horticulturists, vineros, vaqueros, in a word they filled all the laborious occupations known to civilized society.

With the settlement of California by the people of the United States came a demand for land; and the Indians who had dwelt in villages for nearly three-quarters of a century, supposing they owned the land, found themselves rudely dispossessed, and compelled to seek other localities. Leaving their former homes, they made others only to be again dispossessed when some one of the "superior race" coveted their possessions. The history of these people since that time appears to have been one of suffering and misery. But little effort appears to have been made to help them, and after a period of thirty years' close contact with the highest civilization of the world, they are poorer and more degraded than ever before. With an intelligent oversight on the part of the Government, and with but little expenditure of money, these people might now be valuable members of the community in which they live. The aid extended to them by the Government has been of but little advantage because they have been without a fixed and permanent abode, and because such aid has not been directed with that intelligence that a work of that kind demands. Slowly but surely the Mission Indians are disappearing, and each year renders it more difficult for them to maintain themselves, even in their now wretched condition.

Those Indians not already provided for should be placed on land of their own, secured to them by patent from the Government, and some aid given them in the first instance, in the way of stock, or agricultural implements, and schools should be established among them. It is doubtful whether a sufficient quantity of public land can be found in that part of California suitable for their support. If this is the case, the Government should purchase the required amount, which can be done without any great outlay of money. Such reservations as have been established should be at once surveyed, and so marked that the Indians will have no difficulty in determining their boundaries. Indians claiming to have property in land included within Mexican grants should have an opportunity to try the question of their rights in the courts, and to that end an appropriation to employ counsel to conduct such suits should be made.

INDIANS OFF OF THE RESERVATION.

There has been much complaint coming from stockmen and settlers in the vicinity of Indian reservations, that the Indians are allowed to go off of the reservations to hunt, and that while out in such hunting parties, they depredate on the settlers and stockmen by killing cattle, stealing horses, &c. In some instances the charges have been without foundation; but it is believed that the settlers and stockmen in some

sections have suffered considerable loss from such parties. In some of the treaties with the Indians they reserve the right to hunt off of the reservation, and as they are generally well informed as to all the provisions of a treaty favorable to them, the agent finds it difficult to keep them on the reservation. In some cases the appropriations for their support are so small that they are compelled to support themselves, in part at least, by hunting. It is quite certain that as game becomes more difficult to obtain, the Indians will increase their depredations, especially those who are suffering the pangs of hunger. It would be difficult to restrain white men under like circumstances, and it is much more difficult to restrain Indians, who have very loose ideas concerning the rights of others. The only remedy is to keep them on their reservations, and this cannot be done unless they are supplied with suitable food, either by the Government or through their own exertions, and whenever they have in treaties with the Government reserved the right to hunt off of the reservation, such treaty should be modified, and in consideration of such modification they should be supplied with work and stock, cattle or agricultural implements, or both.

SURVEYING THE BOUNDARIES OF INDIAN RESERVATIONS.

One great difficulty in keeping the Indians on their reservation and the whites off is the uncertainty of the boundary lines. The exterior of all the reservations should be surveyed, and plainly marked, so that neither Indians nor whites would have difficulty in determining the boundaries thereof, and I recommend a suitable appropriation for this purpose.

GENERAL LAND OFFICE.

The report of the Commissioner of the General Land Office shows that the disposal of public lands under all acts of Congress aggregates 19,430,032.80 acres, of which amount 339,235.91 acres, were Indian lands, and 1,999,335.71 acres railroad sections under various acts of Congress. The total cash receipts in connection with the disposal of the public lands amounted to \$11,713,883.70, of which amount \$625,404.27 was on account of the sale of Indian lands. The increase in receipts for the year 1883 over that of the year 1882 was \$3,319,367.66, and over that of 1881, \$6,305,079.34; pre-emption and private entries, 4,465,665.49 acres; timber-culture entries, 3,110,930.23 acres; the number of homestead entries 56,565, embracing 8,171,914.38 acres. Not included in the lands disposed of, and in addition thereto, were 47,933 pre-emption filings, 4,999 soldiers' declaratory statements, and 10,232 miscellaneous filings, these three items embracing in the aggregate 8,000,000 acres.

The increase in the number of claims recorded in 1883 was 55,548 over that of the year 1882, and 93,700 over that of the year 1881; the number of entries approved for patenting under various laws, 53,847; an increase of 26,239 over that of the year 1882. Four thousand two

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hundred and seventy-four contested cases were examined and acted upon during the fiscal year. The number of pre-emption cases undecided June 20, 1883, was 12,542, an increase of the number in arrears of 2,370, and 11,912 new cases were received for action. A considerable amount of timber land was sold at public sale; but no land valuable for agricultural purposes has been offered at public sale. The vast amount of work done by the Land Office during the fiscal year can be seen from the foregoing summary.

The Commissioner again renews his recommendation that the pre-emption law be repealed. He says:

In my last annual report I renewed the recommendation frequently made by my predecessors that the pre-emption law be repealed.

Continued experience demonstrates the advisability and necessity of such repeal.

The objection that much good has heretofore resulted from the pre-emption system, and that it should not be discontinued because abused, appears to me without good foundation under the changed conditions created by the homestead law.

Before the homestead system was adopted the only method by which unoffered public lands could be obtained by settlers was by pre-emption. All the advantages of the pre-emption system are now embraced in the homestead laws. The same lands can be entered upon the same conditions and proofs and the payment of the same price under the homestead law as under the pre-emption law.

We have simply a double system for the same purpose, employing two sets of machinery, two agencies of adjustment, and a duplication of records, when only one is required. The administration of the law would be simplified and the labor and expense lessened by a discontinuance of the now unnecessary system of pre-emption.

He also recommends the repeal of the timber-culture law, and says:

In my last annual report I called attention to the abuses flowing from the operations of this act. Continued experience has demonstrated that these abuses are inherent in the law, and beyond the reach of administrative methods for their correction.

Settlement on the land is not required; even residence within the State or Territory in which the land is situated is not a condition to an entry. A mere entry of record holds the land for one year without the performance of any act of cultivation. The meager act of breaking five acres, which can be done at the close of the year as well as at the beginning, holds the land for the second year. Comparatively trivial acts hold it for a third year. During these periods relinquishments of the entries are sold to homestead or other settlers at such price as the land may command.

My information leads me to the conclusion that a majority of entries under the timber-culture act are made for speculative purposes, and not for the cultivation of timber. Compliance with law in these cases is a mere pretense and does not result in the production of timber. On the contrary, as one entry in a section exhausts the timber-culture right in that section, it follows that every fraudulent entry prevents a *bona fide* one on any portion of the section within which the fraudulent entry is made. My information is that no trees are to be seen over vast regions of country where timber-culture entries have been most numerous.

He recommends its repeal, and I fully concur with him in such recommendation.

The Commissioner recommends that the homestead law be so amended as to require a period of not less than six months after a settlement claim has been placed on record before final proof shall be admitted, irrespect-

ive of alleged time of residence prior to the time of entry. In this I also concur.

The attention of the Department has been called to the frequent frauds committed by parties securing lands under existing settlement laws without a compliance therewith. In very many cases there is not even an attempt to comply with the laws. When the country was new, and the parties desiring to secure land comparatively few, it is believed that these laws were complied with in most cases when land was entered, but as the demand for land has increased, it seems as if the people are restless under the restraint imposed on them in securing land, and they go to work systematically to defeat the very purpose of the law. The homestead and pre-emption laws, designed to secure to the actual settler lands at a reasonable price, have become agencies by which the capitalist secures large and valuable areas of the public land at but little expense.

The parties thus securing land without a compliance with the terms of the law rarely hold the title thereto for any considerable time. In many cases, doubtless, such conveyances are made for the purpose of placing the title in the hands of those not connected with the frauds practiced at the time of entry, and in other cases from a desire to realize the value of the land. Much embarrassment arises from the attempt on the part of the Department to avoid such fraudulent entries. No difficulty is found where the parties making such fraudulent entries still hold the title, but in case there has been a transfer for a valuable consideration without notice of the fraud, great injustice is done to the purchaser by disturbing the title which he had no reason to suppose was fraudulent. Where the fraud is discovered before the issue of the patent the Department finds no difficulty in canceling the entry, but where such entries have passed to patent resort must be had to the courts. In some cases fictitious names are used in the entry, and under a well known principle of law no title passes by such entry and patent. On the records of the United States, as well as in the local office of record, there appears to be a good title in the patentee for the premises described in the patent. The local records show a conveyance to some one who professes to be the owner; on the strength of such patent and the conveyance under it, for a valuable consideration, a conveyance is made to a *bona fide* purchaser who subsequently finds his title attacked by the Government. If it is clearly established that the grantee in the patent had no existence, the title is held to be in the Government, and the purchaser has no remedy except against the vendor, who is usually impecunious, and not infrequently has left the country. It would appear to be right that after a certain time the presumption should be conclusive that the patent was issued in strict accordance with law, and there should be no inquiry into the proceedings anterior to the time of issue.

FENCING PUBLIC LAND.

There has been much complaint concerning the illegal appropriation of the public land by parties who for stock purposes inclose vast commons to which they do not pretend to have any right except such as is given to them by fencing the same.

Concerning these the Commissioner of the General Land Office says:

The practice of inclosing public lands by private persons and companies for exclusive use as stock ranges is extensively continued in States and Territories west of the Mississippi River. These ranges sometimes cover several hundred thousand acres. Special agents report that they have ridden many miles through single inclosures, and that the same often contain much fine farming land.

Summer and winter ranges in different sections of country are frequently controlled in the same manner by the same persons, who cause their cattle to be driven from one to the other, according to the season, keeping the whole of the land under fence and preventing the stock of smaller ranchmen from feeding upon any portion of it.

Foreign as well as American capital is understood to be largely invested in stock-raising enterprises involving unlawful appropriation of the public lands. Legal settlements by citizens of the country are arbitrarily prohibited, public travel is interrupted, and complaints have been made of the detention of the mails through the existence of these inclosures. Reports have been received of the use of violence to intimidate settlers or expel them from the inclosed lands.

In April last the Commissioner, by my direction and consent, gave notice as follows:

The fencing of large bodies of public land beyond that allowed by law is illegal, and against the right of others who desire to settle or graze their cattle on the inclosed tracts.

Graziers will not be allowed, on any pretext whatever, to fence the public lands and thus practically withdraw them from the operation of the settlement laws.

This Department will interpose no objection to the destruction of these fences by persons who desire to make *bona fide* settlement on the inclosed tracts, but are prevented by the fences, or by threats or violence, from doing so.

The Government will take proper proceedings against persons unlawfully inclosing tracts of public land whenever, after this notice, it shall appear that by such inclosures they prevent settlements on such lands by others who are entitled to make settlement under the public land laws of the United States.

In December, 1882, the Department reported the case of Alexander H. Swan *et al.*, charged with unlawful fencing of the public land in Wyoming Territory, to the Department of Justice. The United States attorney for Wyoming Territory brought a suit in equity against the parties to compel the removal of the fences. The district court held that such suit would lie, and ordered the fences removed. Proceedings, however, of this character involve much time and delay, and I therefore recommend some legislation on this subject that will enable the Department to remove such fences without the expense and delay of a suit in equity.

Public lands suitable for agriculture should be disposed of only to the actual settler under the homestead laws. A strict compliance with the law should be required in all cases. No greater calamity can befall a country than to have the land owned by a few, and thus compel the

masses of the people to become the tenants of such land-owners. It has been the policy of the Government heretofore to distribute the public land among the people in such quantities as would enable all desiring to engage in agriculture to do so as land-owners, and not as renters. As the country grows rich the tendency is to aggregate the lands in the hands of a less number of people; this is an evil with which the General Government is not called to deal after it has parted with the title to its land, but as the owner of the public land, held for the people of the United States, it becomes the duty of the Government to see that the laws intended to secure a fair distribution of these lands are strictly enforced.

RAILROAD LAND GRANTS.

In my last report I called attention to the necessity for some legislation in reference to lapsed grants. The necessity for such legislation still exists, and I repeat what I said on that subject:

Congress has from time to time, commencing in 1850, made grants to the several States or to corporations to aid in the construction of railroads. In some instances the roads have been constructed and in others partially completed; but in some cases no attempt has been made to build the roads and thus secure a title to the land. The lands thus granted have been withheld from the operation of the settlement laws. The Supreme Court of the United States has declared, in the case of *Schulenburg v. Harriman* (21 Wallace, 44), that a failure to complete the road within the time fixed in the grant did not forfeit the grant. Lands thus withheld from the operation of the settlement laws must so remain until Congress shall declare such lands forfeited. If it is the intention of Congress to allow the railroad companies to complete their roads after the expiration of the term fixed in the grant, and thus claim the benefit of the grant, it should be so declared at an early day. Large tracts of land are not available for settlement because the settler cannot determine whether the title is in the Government or in the railroad company. If he purchase from the railroad company and it fails to complete its road and secure the title, he takes nothing by such purchase, and he cannot secure the land under the settlement laws, for the Department is not authorized to treat such lands as public lands. Besides this, the even sections within the limits of the grants are subject to cash entry at not less than \$2.50 per acre. Thus the settler is sometimes compelled to pay a double price for the privilege of owning lands near a railroad which is never constructed.

It is difficult to make the people understand that the executive department of the Government cannot declare a grant forfeited when the corporation for whose benefit it was made has failed to comply with the conditions thereof. Petitions are presented to the Executive demanding the forfeiture of grants for non-compliance with the conditions thereof. Individual claimants declare themselves outraged because the Commissioner of the General Land Office refuses to allow filings on the odd sections of land within the unforfeited railroad grants. The Government is derided as the Government of the rich and opposed to the poor, because the executive department of the Government does not do what the courts have repeatedly declared could be done only by the legislative branch of the Government, that is, declare a forfeiture of a grant.

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Complaint is made that grants made more than a quarter of a century ago are still treated as valid, subsisting grants, and the settler forbidden to go thereon, although nothing has been done toward the building of the road, which must be built before the railroad company can receive the evidence of the title given to it by the Government so many years before.

If the executive department of the Government disregard the law and issues a patent to such settler, he takes nothing by the instrument, and is as much at the mercy of the corporation as if he had not received the Government patent. Congress alone can relieve the settler by declaring the grants forfeited.

If the grants are not forfeited when there has not been a full compliance with the conditions of the grant, it seems to be just and proper that some provision should be made by which the settlers, who, through ignorance, or because they believed such grants had been or would be forfeited, have made settlement on such railroad lands, can secure a title, either through the railroad company or from the Government.

TAXATION OF RAILROAD LANDS.

By section 21 of the act of July 2, 1864 (13 Stat., 356), amendatory of the Pacific Railroad act of July 1, 1862 (12 Stat., 489), it is provided—

That before any land granted by this act shall be conveyed to any company or party entitled thereto under this act there shall first be paid into the Treasury of the United States the cost of surveying, selecting, and conveying the same, by the said company or party in interest, as the titles shall be required by said company, which amount shall, without any further appropriation, stand to the credit of the proper account, to be used by the Commissioner of the General Land Office for the prosecution of the survey of the public lands along the line of said road, and so from year to year until the whole shall be completed, as provided under the provisions of this act.

By act of July 31, 1876 (21 Stat., 121), substantially the same provision was extended to all railroad companies receiving grants of lands, “unless * * * exempted by law from the payment of such cost.”

By the failure of the companies to pay such costs and apply for patents a large amount of lands granted and available for railroad purposes are, under the rulings and decisions of the Supreme Court, as enunciated in *Kansas Pacific Railway Company v. Prescott* (16 Wall., 603) and *Railroad Company v. McShane* (22 Wall., 444), substantially relieved from State taxation, and contribute nothing to the fair support of the burden and revenue of the local governments, and at the same time deny to the General Government the due compensation provided by law for the surveys already extended over a portion of the lands, and the benefit of the enlarged appropriations intended to secure further surveys along the line of the road.

Experience has shown that, instead of aiding the Government and facilitating the survey and sale of the public lands along the routes,

and the consequent settlement of the country, the provision has operated to retard such laudable results, and also has served to enable the companies to obtain such valuable parcels of land as they may find speedy profit in selling, thus imposing the full burden of taxation upon their grantees and other settlers who purchase lands in the same neighborhood, while refusing to take the patents for the larger body of less valuable lands upon which such burden would fall in the hands of the companies themselves.

It is earnestly to be desired that some means of adjustment of these grants, as a whole, be provided, or some method devised which shall, under cover of legislative authority, not only remedy the evil suggested, but enable this Department to reach a finality as to the titles to be conveyed to these corporations at the earliest practicable moment, and thus relieve an anxious and excited public feeling, already sufficiently aroused upon the various difficult and complicated questions connected with the administration of this momentous and important branch of public affairs.

To this end I most urgently recommend that the prompt and serious attention of Congress be invited to the foregoing suggestions.



PENSIONS.

The report of the Commissioner of Pensions shows that at the close of the last fiscal year there were 303,658 pensioners, classified as follows:

Army invalids	198,648
Army widows, minor children, and dependent relatives	74,374
Navy invalids	2,468
Navy widows, minor children, and dependent relatives	1,907
Survivors of the war of 1812	4,831
Widows of those who served in the war of 1812	21,336

There were added to the pension roll during the year the names of 38,162 new pensioners, and 796 whose names had been previously dropped from the pension roll were restored, making the total number added to the roll during the year 38,958, being an excess over the number added the previous year of 10,645. During the year 20,997 pensioners were dropped from the rolls for various causes, leaving a net increase over the rolls of 17,961. The number of persons dropped from the rolls included the names of those who have been carried on the rolls after death until final settlement and payment of the amount due such pensioners. The average annual value of each pension at the close of the year is \$106.18, and the aggregate value of all pensions is \$32,245,192.43, an increase over the value for the previous year of \$2,904,090.81. The total amount paid out for pensions during the year was \$60,064,009.23. The excess on the annual value of pensions is mainly for arrears of pensions covering the period prior to the allowance of the claim. The total number of claims filed for disabilities incurred while in the service amounts to 496,721, of which 245,210 have been

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allowed; and by widows on account of deaths chargeable to the service 312,029, of which 206,716 have been allowed. The total number of claims filed since 1861 is 886,137, of which number 510,938 have been allowed. During the same period there has been paid for pensions, with cost of disbursement, the sum of \$621,073,297.60. The Commissioner says:

Of the whole number of army invalid claims filed from 1861 to 1865, both inclusive, representing the first period, five years (while the war of the rebellion was yet in progress), 76.7 per cent. have been allowed; for the next five years to 1870, 88.8 per cent. have been allowed; for the next five years to 1875, 64.8 per cent. have been allowed; the next five years to 1880, which terminates the arrears period, 39.4 per cent. have been allowed, and for the next period of three years to 1883 (to date), 4.6 per cent. have been allowed; or of all claims of this class of army invalids filed within the arrears period (prior to July, 1880) 57.4 per cent. have been allowed, and there are still pending 111,730 army invalid claims at the close of the present fiscal year.

The number of cases appealed from the Commissioner of Pensions to the Secretary during the past year is 746. These cases involve much labor and attention on the part of the Secretary and his assistants. The Commissioner reports that the system of special examination in the field is of great importance both to the office and to claimants, and that results obtained through it have been satisfactory.

The passage of the arrears of pension act of March 3, 1879, caused the filing of a large number of additional claims by parties who did not before that time consider the amount to be paid sufficient to compensate them for the trouble or annoyance of securing a pension. A great number of persons have established pension agencies, so called, for the procuring of pensions, and it has been ascertained that a number of them have resorted to various devices and tricks to induce the soldier or dependent relative to apply for a pension. Circulars have been sent out advising the soldier that a large amount had been appropriated, and that all soldiers would receive pensions who should apply, and various methods have been pursued to induce the applicants to pay the fee or a part of it. The office has been embarrassed by such proceedings, and, in many cases, the soldiers have been swindled by paying fees to parties who well knew the soldier was not entitled to a pension. Evidence collected has been withheld by such pension agents or attorneys until the soldier would pay them a fee. A number of persons detected in such evil practices have been suspended and disbarred from practicing before the Department of the Interior. The evil complained of is one of considerable magnitude, and Congress should provide by suitable legislation for their punishment.

Payments are made to pensioners once in three months. Very many pensioners are wholly dependent on the amount received from the Government for their support. The amount paid is generally so small that it is exhausted before the next pay day, and the pensioner resorts to the money lender to secure a small loan, at exorbitant rates, to be paid at the next pay day. In most cases the interest exacted is from five to

twenty per cent. per month. Congress having prohibited the use of the certificates as security for money loaned, the lender has no security, and makes that the excuse for extorting such conscienceless interest from the needy borrower. If the pensioner was allowed to pledge his certificate for the payment of small loans, he would doubtless be able to get such loans at better rates; but the improvident and needy would in some instances be robbed of the real value of their pensions. The Government for the protection of the pensioner having denied to him the opportunity of using his certificate as a security for the money he may need to carry him to the next pay day, ought to provide for the payment of the money as it becomes due each month whenever it can be done so, without great inconvenience and loss to the Government. I think the agent should be allowed by law to advance at the end of each month the amount the pensioner is entitled to per month. By so doing the pensioner will be relieved from the necessity of submitting to such extortionate rates. It may not be practicable for the agent to make payment in all cases; but the agent should be authorized to do so whenever in his judgment the necessities of the pensioner demand it. It can be done with but little extra labor whenever the pensioner resides in the vicinity of the agency, so the payments can be made in person.

NEW PENSION BUILDING.

Appropriations for a brick and metal fire-proof building for use of the Pension Bureau have amounted to \$400,000, and an appropriation has been made for a heating apparatus of \$40,000.

The site indicated by Congress proved to be so unsuitable that under the law a new site in Judiciary Square was recommended to the President and by him approved.

The plans for this site were prepared, approved on the 1st of November, and the ground was broken on the 2d November, 1882.

As the place to be occupied by the building had been filled to a very considerable height above the original and firm soil, the excavations for foundations have been rather heavy, and advantage has been taken of these circumstances to construct a deep and spacious cellar under the south half of the building.

The site is in a high and healthy part of the city, in the north portion of Judiciary Square, and with space of lawn and streets on the north, east, and west gives ample light, and as on the south the building fronts on the line of F street, looking across the open park to the United States court-house, it has light and space on all sides. The site is 35 feet above tide, and is well drained by an 8-foot sewer.

The excavation was made during the winter and spring, and the cellar and foundation walls were built whenever the weather allowed the construction of masonry. At this date the cellars are completed, the walls are raised to the level of the second floor, and the arches covering the first story are begun.

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The whole building will be of brick, burned clay, and metal, and be fire-proof throughout.

The expenditures to this time for work and for material, of which a large quantity is on hand, has been \$176,970.14 for construction of building, and a contract has been made for heating apparatus much under the appropriation, and this work is now in course of erection, the steam and return pipes being inserted in the flues provided for them and carried up as the walls themselves rise.

There remains available on the construction of the building \$223,129.86; for construction of heating apparatus, \$39,480.55.

PATENTS.

The report of the Commissioner of Patents shows increased activity in that Bureau during the past fiscal year.

Number of applications for patents received	32,845
Number of applications for design patents received	1,039
Number of applications for reissue patents received	247
Number of applications for registration of trade-marks	854
Number of applications for registration of labels	749
Total	35,734
Number of caveats filed	2,688
Number of patents granted, including reissues and designs	21,185
Number of trade-marks registered	883
Number of labels registered	618
Total	22,686
Number of patents withheld for non-payment of final fees	2,056
Number of patents expired	7,471

RECEIPTS AND EXPENDITURES.

Receipts from all sources	\$1,095,884 70
Expenditures (not including printing)	704,348 45
Surplus	391,536 25

COMPARATIVE STATEMENT SHOWING THE INCREASE IN THE WORK.

Number of applications for patents, including reissues, designs, trade-marks, and labels, received—	
During the fiscal year ending June 30, 1881	24,906
During the fiscal year ending June 30, 1882	30,062
During the fiscal year ending June 30, 1883	35,734
Increase 1883 over 1881	10,828
Increase 1883 over 1882	5,672
Number of applications awaiting action on the part of the office on—	
July 1, 1882	3,387
July 1, 1883	4,699
Increase, 39 per cent., or	1,312

Assignments recorded and words written.

	Fiscal year ending—		Increase.
	June 30, 1882.	June 30, 1883.	
Assignments recorded	16, 514	17, 087	573
Words written in recording assignments and making manuscript copies	20, 945, 385	21, 340, 713	395, 328

COMPARATIVE STATEMENT SHOWING THE INCREASE IN RECEIPTS.

Fiscal year ending June 30, 1881.....	\$789, 895 52
Fiscal year ending June 30, 1882.....	930, 864 14
Fiscal year ending June 30, 1883.....	1, 095, 884 70
Increase 1883 over 1881.....	305, 989 18
Increase 1883 over 1882.....	165, 020 56

On the increase of business in the office, the Commissioner says :

The foregoing tabulated statement shows that the business of this office is steadily and rapidly increasing. This increase is not confined to any particular branch of the work, although some classes of inventions are more active than others, but is found in each of the divisions of the office. Every industrial pursuit, which finds its reflex here, vies with every other in seeking the best and most economical means and methods for accomplishing successful results. The field of invention seems to enlarge with the increasing demands and wants of the people and the necessities of labor and capital. Whenever it is found that the use of old devices and appliances is not profitable because of the competitions of trade or labor, the inventive mind finds new ways and means for accomplishing the same or like results at less cost and with equal satisfaction. Improved devices and methods supplant old ones, making that which was difficult easy and that which was expensive cheap. The sum of human knowledge is thus being constantly augmented, the burdens of toil lightened, and the facilities for comfort and happiness increased. Undoubtedly a large majority of the improvements in the arts, sciences, and mechanical devices find their incentive in the hope of gain to the inventor, but the results are the same, whatever be the motive.

The work of the office is largely in arrears, growing out of the insufficient force and rapidly increasing business in the office. The Commissioner and all his assistants have made commendable efforts to keep up the work of the office, and the fact that the work is in arrears cannot be attributed to any lack of effort on their part. As the fees exacted of inventors not only pay all the expense of the Patent Office, but furnish a surplus for the Treasury, it does not appear to be unreasonable on the part of such inventors to demand that their work should be promptly done by competent men. It is a great hardship on the inventor, who has paid the full cost of determining all questions concerning his application, to be told that for want of sufficient force he must wait weeks, and perhaps months, for the result that ought to be declared in as many days.

The Commissioner recommends an increase in the salaries of examiners and assistant examiners. It has been found very difficult to keep many of the best examiners and assistant examiners at the salary paid.

A thorough acquaintance with the business of the office, and especially of the particular art assigned to such examiners, is a prerequisite to success in the office, and as soon as the examiner has mastered the intricacies of the art assigned to him, together with the principles of patent law, he is offered a more tempting position, as practitioner before the Department or in the courts, as a patent lawyer. The number of examiners and assistant examiners should be increased, and their salaries increased to an amount that will secure the great majority to the service for a number of years after they have familiarized themselves with their work.

It is not only the inventor who is interested in having the work of the Patent Office promptly and thoroughly done; the whole public is likewise interested.

By section 494 of the Revised Statutes the Commissioner of Patents is required to report to Congress annually, before the 1st of January. This provision appears to have been incorporated into the Revised Statutes from the act of July 8, 1870, but is but a remnant of an act approved March 3, 1837, at which time the Patent Office was under the supervision of the Secretary of State. By the act of March 3, 1849, the Commissioner of Patents became subordinate to and under the control of the Department of the Interior. I therefore recommend that the Commissioner make a direct report of the business of the Patent Office to the Secretary of the Interior.

BUREAU OF EDUCATION.

The Commissioner of Education reports a very large increase of work in all the divisions of his office. The communications sent out numbered 30,745, and those received 67,875. An entire rearrangement of the document division has been effected, with great labor, which adds much to its efficiency. The documents distributed numbered 323,592, and were usually mailed in separate parcels. Many of these documents were sent in response to individual requests, one document having been asked for by at least ten thousand persons, and requiring the writing of as many separate addresses.

This distribution of documents has favorably affected many educational methods and appliances; *e. g.*, the teachers' institutes have been much more freely supplied than before. The edition of circulars of information has been enlarged on account of these increased demands for information, and several of those most in request have been reprinted. The Commissioner states that the annual report is the result of information gratuitously supplied by more than nine thousand correspondents of the office, all of whom should in equity be rewarded by a copy of the document which they have aided in producing, and that a large additional number is needed to supply other requests from writers, pro-

fessors, teachers, school officers, the press, public libraries, and other worthy sources, for which reason he urges that twenty thousand extra copies of this report and of similar issues hereafter for distribution by the office be authorized.

The system of voluntary statistical information instituted by this help is believed to be the most extensive and complete in existence, and shows that the objects and methods as well as the publications of the office are acceptable to the educators of the country. The usefulness of the office is of course chiefly determined by the benefit that the people derive from its publications; these should therefore contain information not only about whatever good or ill occurs in the experience of our own people, numerous, active, and independent as they are, but also about what is happening or is observed abroad, and particularly as to the results of all scientific and careful investigations respecting matters connected with the nurture, education, and training of the young for the best performance of their duties as the citizens of the future.

So far as the limited means at his disposal have allowed, the Commissioner has sought to secure the results of these labors, domestic and foreign; but those requiring the expenditure of money have been practically beyond his power for lack of means. The salaried assistants in the office are not able to do all the work required by the office in its various relations to the public, and the funds now appropriated and available for outside help amount only to two thousand two hundred dollars.

Respecting the work now in progress, he mentions an inquiry into the methods and extent of instruction in shorthand; a compilation of the school laws and decisions in the several States relative to public schools; articles on hygiene in colleges and universities, and on the methods and progress of teachers' institutes; histories of normal training and of collegiate instruction; researches into the organization of State school systems; the methods and subjects of instruction in rural schools; instruction in drawing; and the relation of education to industry. In addition to these subjects there is a general desire expressed for the thorough consideration of school-house ventilation under the various climatic conditions of the whole country, but this cannot yet be undertaken, because the appropriations at hand are insufficient.

The museum illustrating the conditions and appliances of education has been somewhat enlarged and much more studied by the public. Already it is affecting favorably the methods and illustrations used in many schools. A small but important collection of articles lent to the Louisville Exposition has attracted much attention and very favorable comment.

The library of the office, now numbering 16,200 volumes and 37,000 pamphlets, is increasing in usefulness and value much faster than in size as the card catalogue approaches completion.

The Commissioner further mentions the many intelligent movements

of public thought directed to the improvement of instruction, such as the great desire to overcome illiteracy and non-attendance, and the strong feeling expressed in favor of national aid to education; the increased attention given to measures for the mental and bodily health of children under instruction; the interest manifested in training in arts, trades, and domestic industries; and the rise of numerous schools for teaching these branches; the greater satisfaction expressed about the new departure in the education of Indian children, especially among practical teachers and educators; and the increased attendance and fuller expression of opinion at large gatherings of people in various parts of the country. Another proof of the general importance of education as a subject of public thought is afforded in the exchange of ideas and influences going on between this country and other nations, where the influence of American ideas in elementary instruction and in the wider training of women is as manifest abroad as is the example of higher education in other countries upon the courses and objects of our colleges and universities.

The Commissioner renews his recommendation that some measure of Federal aid be extended to public primary education, based on the number of illiterates reported by the Tenth Census, as a measure of immense importance to the present and the future of the nation.

In this recommendation of the Commissioner I fully concur. In a number of the States adequate provision for the education of children of all classes has not been made. It is hardly worth while to inquire why this has not been done. The duty on the part of the General Government is the same, whether such failure arises from causes beyond the control of such State, or whether it arises from indifference to the wants of the people. It should not be the object of the General Government to build up a national school system independent of State control, but to supplement the work already begun in the several States, by affording to the State financial aid commensurate to the wants of the State, and this can be more readily determined by reference to the tables of illiteracy than in any other way. In many of the States the school system is only lacking in efficiency on account of the lack of funds to support the schools provided for. In such cases it is believed that a liberal appropriation by the General Government would so stimulate the State system that the States could be ultimately left to carry on the work without Government aid. The appropriation by the General Government should be made dependent on similar aid by the States, and for a few years it should be increased as the State increases its facilities for its expenditure, and then, in like manner, the aid from the General Government should be gradually withdrawn, and the State increase its appropriation in proportion as the national aid is withdrawn, and ultimately the State should be left to conduct its school system without national aid.

OFFICE OF COMMISSIONER OF RAILROADS.

The report of the Commissioner of Railroads, herewith presented, gives the operations of that office during the fiscal year ending June 30, 1883.

Officers of the Bureau have examined the property and accounts of the several railroads coming within its jurisdiction. The properties are well maintained, and whilst the traffic is steadily increasing in volume, the rates charged are gradually decreasing.

Proper facilities for intelligent and comprehensive inspection of the various properties of the several roads have been, as heretofore, freely accorded. The books and accounts of the companies have been examined and statements of the 5 and 25 per centum of ascertained "net earnings" have been made. The Commissioner notes a marked improvement in the method of accounting and reporting to his office by several of the roads, which is highly gratifying.

Statements are submitted showing in detail the indebtedness of the subsidized roads to the United States, earnings and expenses, and general financial condition; also as to ability to pay dividends on capital stock.

The Commissioner gives statements in detail in regard to the sinking funds of the Union and Central Pacific companies, showing the sums covered into said funds by the United States Treasury Department and the character and amount of investments.

Particular attention is called to the circular of the Treasury Department dated June 27, 1883, giving the decision of the First Comptroller of the Treasury in the matter of withholding payments for transportation for the Government by roads which have not been subsidized with bonds.

CONDITION OF THE BOND AND INTEREST ACCOUNT.

The public debt statement issued by the Treasury Department June 30, 1883, shows the condition of the accounts with the several Pacific Railroad companies as to moneys actually covered in to their credit, but takes no account of moneys in the sinking fund held by the Treasurer of the United States, or of the compensation for services not at that time settled by the accounting officers.

Name of railway.	Principal outstanding.	Interest accrued and not yet paid by the United States.	Interest paid by the United States.	Interest repaid by companies to credit of bond and interest account.		Balance of interest paid by the United States.
				By transportation services.	By cash payments, 5 per cent. of net earnings.	
Central Pacific..	\$25,885,120 00	\$776,553 60	\$23,452,555 27	\$4,592,158 25	\$648,271 96	\$18,212,125 06
Western Pacific.	1,970,560 00	59,116 80	1,668,248 94	9,367 00	.....	1,658,881 94
Union Pacific...	27,236,512 00	817,095 36	24,957,850 41	8,933,292 87	.....	16,024,557 54
Kansas Pacific..	6,803,000 00	189,090 00	6,129,838 09	2,969,049 59	.....	3,160,283 60
Central Branch Union Pacific.	1,600,000 00	48,000 00	1,549,808 26	152,157 10	6,926 91	1,390,724 25
Sioux City and Pacific.....	1,628,320 00	48,849 60	1,464,297 49	121,355 39	.....	1,342,942 10
Total	64,623,512 00	1,938,705 36	59,222,093 46	16,777,380 20	655,198 87	41,789,514 39

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The semi-annual interest which matured July 1, 1883, is included under the heading "Interest paid by the United States."

The Commissioner reports the total indebtedness of the several subsidized Pacific railroads to the United States on June 30, 1883, to be as follows:

TOTAL DEBT.

Union Pacific (including Kansas Pacific):		
Principal	\$33,539,512 00	
Accrued interest	31,087,183 50	
		<hr/> \$64,626,695 50
Central Pacific (including Western Pacific):		
Principal	27,855,680 00	
Accrued interest	25,120,804 21	
		<hr/> 52,976,484 21
Sioux City and Pacific:		
Principal	1,628,320 00	
Accrued interest	1,464,297 49	
		<hr/> 3,092,617 49
Central Branch Union Pacific:		
Principal	1,600,000 00	
Accrued interest	1,549,808 26	
		<hr/> 3,149,808 26
Total		<hr/> 123,845,605 46

TOTAL CREDIT.

Transportation services performed and money paid into the Treasury:	
Union Pacific	\$13,535,040 05
Central Pacific.....	7,653,813 07
Sioux City and Pacific.....	121,355 39
Central Branch Union Pacific:.....	159,084 01
	<hr/>
Total	21,469,292 52
Balance in favor of the United States, but not due until maturity of the principal (1895-'99).....	
	102,376,312 94

CONDITION OF THE SINKING-FUND ACCOUNTS.

The Commissioner gives a detailed statement showing the condition of the sinking funds of the Union and Central Pacific companies, held by the Treasurer of the United States under the act of Congress approved May 7, 1878, from which it will be seen that on June 30, 1883, these funds amounted to \$4,036,713.45; the Central Pacific having to its credit \$2,404,015.86, and the Union Pacific \$1,632,697.59. Investments have been made by the Secretary of the Treasury as follows:

Character of bonds.	Union Pacific.	Central Pacific.	Total.
Funded loan of 1881 (5 per cent.)	\$256,450 00	\$736,700 00	\$993,150 00
Funded loan of 1907 (4 per cent.)	82,650 00	199,100 00	281,750 00
Currency 6's.....	361,000 00	444,000 00	805,000 00
	<hr/>	<hr/>	<hr/>
Principal.....	650,100 00	1,379,800 00	2,029,900 00
Premium paid.....	124,065 43	179,563 73	303,629 16
	<hr/>	<hr/>	<hr/>
Total cost	774,165 43	1,559,363 73	2,333,529 16

On June 30, 1883, the amounts remaining in the United States Treasury, *uninvested*, were as follows:

Credit of the Union Pacific.....	\$858,532 16
Credit of the Central Pacific	844,652 13
Total.....	1,703,184 29

That the sinking fund has not accomplished the result anticipated is quite evident, and may be regarded as a failure for want of suitable investment. The last investment for the Union Pacific was made April 6, 1881, at which time a premium as high as 35 per centum was paid, but the company repeatedly protested against such high rates of premium. Reference to the foregoing table will show that the sum of \$650,100 has been invested at a cost of \$124,065.43, or an average premium of nearly 20 per centum. On June 30, 1882, the amount in the sinking fund uninvested was \$407,441.99, and on June 30, 1883, it had increased to \$858,532.16. This is a manifest hardship to the company, as this large amount should be drawing a fair rate of interest.

The last investment for the Central Pacific was made November 27, 1882, the sum of \$541,800 having been invested in the funded loan of 1881 continued at 3½ per centum, at a premium of 2 per centum. The sum of \$1,379,800 has been invested for this company at a cost of \$179,563.73. On June 30, 1883, the amount in the sinking fund uninvested was \$844,652.13.

Section 3 of the act of May 7, 1878, provides that the "sinking fund shall be invested by the Secretary of the Treasury in bonds of the United States," and directs that preference be given the 5 per cent. bonds, but it evidently was not foreseen that the 6, 5, and 4 per cent. bonds might be called in or extended at a lower rate of interest.

In his report for 1882, page 12, the Commissioner recommended:

That section 3 of the act of May 7, 1878, be so amended as to authorize the Secretary of the Treasury to invest the sinking funds in the first-mortgage bonds of the companies, or such bonds as have been issued to them by the United States, or in other good and sufficient securities, and to convert the bonds now held by the Treasurer of the United States in said sinking funds into money at the market rates, and reinvest the same in like securities.

He renews this recommendation, but suggests that it would be a better plan to have all amounts covered into the Treasury bear a certain rate of interest per annum (say 3 per centum), thus avoiding all questions of investments, premiums, &c.

The Commissioner also urgently renews his suggestion whether it would not be wisest and best for Congress to commute the present mode of payment by the roads which have been aided with bonds into one of fixed amounts not dependent upon the fluctuations of net earnings, or the contingencies of competition which might cause net earnings to disappear, substituting securities having the same lien and of fixed amounts, and payable at fixed periods, for the present book-account indebtedness.

GEOLOGICAL SURVEYS.

The act making appropriations for the fiscal year 1882-'83 provides for a geological map of the United States. It is proposed to publish this map in atlas sheets, each being composed of one degree of longitude by one of latitude in area, bounded by parallels and meridians. In making this map the Director will avail himself of the surveys heretofore made, either by State or national authority. For the convenience of administration, the area of the United States has been divided into seven districts, as follows:

I. *District of the North Atlantic*, comprising Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, and the District of Columbia.

II. *District of the South Atlantic*, comprising Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Tennessee, Kentucky, and West Virginia.

III. *District of the North Mississippi*, comprising Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Dakota, Nebraska, Kansas, Iowa, and Missouri.

IV. *District of the South Mississippi*, comprising Indian Territory, Arkansas, Mississippi, Louisiana, and Texas.

V. *District of the Rocky Mountains*, comprising Montana, Wyoming, Colorado, part of Utah, New Mexico, and part of Arizona.

VI. *District of the Great Basin*, comprising parts of Washington Territory, Oregon, California, Utah, Arizona, Nevada, and Idaho.

VII. *District of the Pacific*, comprising part of Washington Territory, part of Oregon, and the greater portion of California.

During the past year the work of the Survey has been vigorously prosecuted in the Western States and Territories, especially in the regions producing the precious metals. An examination has also been made of the valuable coal-fields, and especially of the valuable fields of anthracite and bituminous coals of Colorado. It is believed that great good will result from a careful examination and accurate report on the mineral productions of the yet but partially explored regions of the Rocky Mountain country. It is doubtless desirable that all sections of the country should be thoroughly examined with reference to their hidden wealth, and it is of the utmost importance that the results of such examination shall be attainable by all the people at little or no expense. I therefore suggest that a liberal appropriation be made for the publication of the reports of the Survey. Such reports ought not to be indiscriminately distributed, but should be as far as possible placed in the hands of those whose interest or taste leads them to an examination of the subject of such reports.

GOVERNMENT FOR ALASKA.

The necessity for a government for Alaska is becoming very apparent. The report of the discovery of gold on the Yukon River and in other sections has stimulated immigration, and already quite a large number of people are prospecting and developing mines. A mining district has been formed at or near Harrisburg, and quite a number of citizens of the United States have attempted to secure mineral claims in that vicinity by observing the provisions of the United States laws concerning the location of mineral lands.

In a communication dated March 10, 1883, addressed to the Secretary of the Interior by the Jeannette Mining Company, the Alaska Mill Mining Company, the General Miller Mining Company, and others, it is alleged that the companies had located mineral claims, complying with all the laws of the United States applicable to the location and maintenance of quartz-mining claims, and that certain miners from the British possessions, without authority or right, took possession of such claims, and have held the same ever since by force, taking therefrom not less than \$350,000. I am informed that some of the parties above named have expended considerable money in the erection of a quartz-mill and other improvements for mining purposes. The petition further says:

Alaska has never been organized by Congress into a Territory. It has no government, no laws (excepting those pertaining to customs and to intercourse, and with the Indians), no court, no judicial or executive officer; and therefore the undersigned have no means whatever of enforcing their rights, or protecting or developing their property, or of preventing its spoliation at the hands of unauthorized persons. Under the treaty with Russia, by which the Territory was ceded to the United States, the United States guaranteed, at least as far as the Russian subjects were concerned, protection to life, liberty, and property; and the undersigned are led to believe, and are so advised, that in the absence of any government or any other method of redressing their wrongs, the Department of the Interior, with its general jurisdiction over the lands of the United States, has the jurisdiction to determine the rights of the undersigned, as citizens of the United States, and to enforce these rights.

The Department of the Interior could not, in the absence of legislation, afford the petitioners the relief sought. The reported discovery of very rich mines on the Yukon River will doubtless attract a large population there another year, and if there is not a stable government neither property nor personal rights will be respected. Several establishments for the canning of fish and the manufacture of lumber have been established in different parts of the Territory, and it is believed that the fisheries and forests will soon attract a large number of persons, even if the gold fields should not prove productive. The total population of the Territory of Alaska is not far from 30,000. Of this number about 5,000 are Aleuts, who are not barbarians if they are not of the highest order of civilization. Before the cession by Russia good schools were maintained among them, but since the cession the schools

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have been discontinued, and the adult Aleut who received his education under the Russian Government and at its expense, sees his children growing up without education. Suitable provision should be made for the education of the children of the Aleuts, which can be done without great expense. Also an appropriation ought to be made for the maintenance of at least two manual-labor schools for the education of the children of the less civilized Indians.

Under the third section of the treaty of cession, it was provided as follows :

The inhabitants of the ceded territory, according to their choice, reserving their natural allegiance, may return to Russia within three years, but if they should prefer to remain in the ceded territory, they, with the exception of uncivilized native tribes, shall be admitted to the enjoyments of all the rights, advantages, and immunities of citizens of the United States, and shall be maintained and protected in the free enjoyment of their liberty, property, and religion. The uncivilized tribes will be subject to such laws [and regulations as the United States may, from time to time, adopt in regard to aboriginal tribes of that country.

The laws of the United States and the Territory of Washington should be, as far as applicable, extended over it, and this for the present would avoid the necessity of a legislature. There should be a governor, secretary, judges, marshal, and district attorney. The total expense of such a government could not exceed \$40,000 per annum.

THE UTAH COMMISSION.

The Board of Commissioners appointed by the President under the act of March 22, 1882, entitled "An act to amend section 5352 of the Revised Statutes in reference to bigamy, and for other purposes," report, that by action of the Board under the provisions of said act, all persons practicing polygamy were excluded from the polls; that the legislature elected in August last is composed entirely of Mormons, none of whom, however, are polygamists. The legislature will convene in January next.

The Board reports also that at the August election there were elected, in addition to the members of the legislature, probate judges, clerks of county courts, assessors, sheriffs, county treasurers, county superintendents of schools, and officers, numbering in all 900, all of whom are monogamist Mormons. The elections were conducted in a quiet and orderly way. The vote in August last was Mormons, 20,708; liberals, or anti-Mormons, 1,453. This last vote, however, does not appear to represent the real strength of the liberal party, for in November, 1882, that vote was 4,884.

The Board report that the number of plural marriages has decreased since the passage of the act under which the Board is acting.

Ten suits have been brought against the members of the Board to test the validity of the act of Congress. Some provision should be made to defray the expense of the defense of the Board in these suits.

The Board renew many of the suggestions in their former report as to needed legislation; and, in conclusion, commend the zeal of the governor of Utah in his efforts to enforce the law.

Should the legislature to assemble in January next enact such laws as are provided for in section 9 of the act of March 22, 1882, necessity for such Board will cease, for it is provided that they shall continue in office "until the legislature shall make provision for filling said offices as herein authorized"; that is, until the legislature shall have enacted such laws as shall prohibit all polygamists from participating in the election of public officers, or from holding any such office. It is not provided who shall determine the question whether the legislature provided for the filling of said offices in accordance with the provisions of the said act or not. It is not believed that the legislature will take the steps required; for, while it is composed entirely of Mormons who do not practice polygamy, it is undoubtedly true that they are all believers in the system of plural marriages, and only abstain from its practice from economical or prudential reasons. Should the legislature fail to take the steps required by the act, the necessity still exists for the services of the Board, and it appears to be necessary that such legislation, if attempted, should be submitted to some tribunal to determine whether such legislation is a compliance with the provisions of said act. Congress would appear to be the proper authority for the determination of this question, and therefore I recommend that Congress require the submission of such laws for its approval before they shall be considered by any Department of the Government a compliance with the requirements of the provisions of such act.

YELLOWSTONE NATIONAL PARK.

Within the past year leases have been made in pursuance of the authority conferred by law upon the Secretary of the Interior, of sites within the Park for the erection of hotels and necessary buildings for the accommodation of visitors; one large hotel, at Mammoth Hot Springs, was opened to the public in August, and camps have been maintained during the summer at other points of interest. As a result of this provision for the comfort of tourists and the increased convenience of access to the Park from the completion of railroad communication to within a few miles of its borders, the number of visitors has been much greater than heretofore. Stringent regulations have been established for the prevention of injury to the game and the natural curiosities, and effort has been made to protect visitors from any unreasonable charges for services rendered to them within the Park. The protection of the game and curiosities has not been so perfect as could have been desired, owing in a great measure to the inadequacy of the number of assistants to the superintendent for the proper supervision of so large an area as that embraced within the limits of the Park, and to the fact

that the season was well advanced before these officers could be appointed under the legislation of the last session of Congress. The experience of the past season having demonstrated the necessity for an increase in the number of these assistants and for shelter and equipment essential to their comfort and efficiency, a reasonable amount to cover these expenses has been included in the estimates relating to the Park.

It is believed that better results in the direction of the perfect protection of the Park could be attained if the imposition of penalties for violations of the established regulations of the Department was specially authorized by law. It would also seem to be necessary that more convenient and practicable means should be provided for the protection of the person and property within the Park. The superintendent is clothed with no authority in such matters. The greater portion of the Park is within the jurisdiction, for legal purposes, of Wyoming, the remainder within that of Montana and Idaho, respectively. The nearest law officers of these Territories are so remote that recourse to them for the prevention of crime is practically useless, and the necessary delay in communication affords ample opportunity for the escape of persons charged with violation of law.

HOT SPRINGS.

A plan has been adopted for the improvement of the Hot Springs Creek throughout the extent of the reservation, embracing the straightening of the creek and confining its waters within arched and covered walls of masonry, and the laying of iron pipes for the collection of the hot water from springs found along the course of the creek. A contract has been made for the work, which is being prosecuted with reasonable diligence. An additional appropriation will probably be required for its completion. The execution of the plan will result in great improvement to the reservation, in an increased supply of hot water for bathing purposes, and will also add to the healthfulness of the city of Hot Springs by the covering of the creek, which has heretofore been an open sewer for the refuse of the city. A portion of the reservation has been assigned for the erection thereon of a hospital for the Army and Navy.

TENTH CENSUS.

During the last session of Congress considerable impatience was experienced at the delay in the publication of the result of the census of 1880. It is quite evident that the delay is not the result of inattention on the part of the officers of the Census Office, but that such delay has arisen from the magnitude and variety of the investigations undertaken. It is confidently expected that the Tenth Census will be speedily completed, and in a manner that will be entirely satisfactory to the people.

The Superintendent of the Census reports the following as showing the present condition of the work :

The Compendium was published in February of this year in two octavo volumes, aggregating 1,845 pages, and comprising every class of statistics to be embraced in the full reports of the Census, except those relating to churches, libraries, and schools. A great deal has been done toward preparing the large quarto reports for publication, though not so much as was anticipated at the date of my last report. There were then reported 1,951 pages as stereotyped. The number of stereotyped pages is now 8,686, and 544 pages more are in type.

The population volume is entirely printed, and is now binding. It comprises 1,050 pages, with 41 colored maps, and large numbers of maps and charts in black.

Printing is now in progress on the volume of manufactures, and the maps to illustrate this volume are promised during the present month. The volume on agriculture is only detained by the delay in engraving and printing the maps which exhibit the range of cultivation of the several crops.

A large number of comprehensive and valuable special reports are completely finished, and some of them are in the hands of the Public Printer, who has dealt with the difficulties incident to so vast a work with great zeal, energy, and courtesy toward this Department.

RECONSTRUCTION OF SOUTH WING.

The work of reconstruction of the south wing and main portico of the building occupied by the Interior Department was commenced early in the spring, and since that time has been vigorously prosecuted. As soon as the clerical force stationed in the upper story of this wing was provided with other quarters, the removal of the old work was begun, care being taken to avoid interfering with or disturbing the office work in the lower stories. To secure this result, the rubbish was removed after office hours and at night, the removal being completed about the 15th of September.

As soon as any considerable portion of the wing was cleared, brick-work was commenced and pushed forward as rapidly as possible, the design being to have the walls of the new construction in place by the time the iron-work was received. Considerable progress has been made, and at present the new fire-proof roof over the portico is being constructed. It is hoped that, when the delivery of the iron-work is completed, the roofs over the main building can be promptly put in place.

Congress, at its last session, appropriated \$60,000 for this work. Already about \$27,000 of this sum has been expended. With the funds remaining on hand the building will be brought under a water-tight roof, overlaid with Portland cement concrete, and this again will be covered with a copper roof of the most approved modern construction. In the interest of economy and the early reoccupation of the building, it is greatly to be regretted that the limited funds at the disposal will not allow the work to be pushed forward during the approaching winter and early spring, when it is likely employment at moderate rates will be eagerly sought by skilled mechanics.

It is estimated that, for the fire-proof reconstruction of the building,

\$91,000 will be required during the next fiscal year. For the steam-heating apparatus \$18,000 will be required.

The reconstruction of the south wing will add greatly to the space for the clerical force, and, in a measure, lessen the overcrowded condition of the building.

FIRE-ESCAPES, ETC., FOR GOVERNMENT PRINTING OFFICE AND GOVERNMENT HOSPITAL FOR THE INSANE.

The Commission designated by the act of August 7, 1882, to supervise the erection of suitable fire-escapes, stand-pipes, and other facilities for extinguishing fire in the Government Printing Office and the Government Hospital for the Insane, have submitted a report giving the details of the execution of the work intrusted to their charge, from which it appears that suitable appliances of the nature contemplated have been provided for these buildings. The Commission deem it of importance that the attention of Congress should be directed to the insecure condition of the old portion of the Government Printing Office building. They state, "Its floors are of ordinary wooden construction, and are in places saturated with oil, and it is the opinion of the undersigned that these floors ought to be constructed of iron beams and brick arches, like the floors of the newer portion of this building." They also recommend, as a further protection against loss by fire, the construction of fire-proof stairways in the interior of the building and the inclosing of all the interior stairways and elevator shafts within brick walls.

In view of the special difficulties in the way of removing the insane in case of fire and the possible great loss of life that might therefore ensue in such event, the Commission consider it desirable that the main thoroughfares of the hospital should be made as nearly fire proof as possible, and that in renewing the corridor floors from time to time, as necessary, iron beams and brick arches for these floors should be introduced.

BENEFICIARY INSTITUTIONS.

Section 3709 of the Statutes directs that all purchases and contracts for supplies or services in any Department of the Government, except for personal services, shall be made by advertising and contract. It was therefore deemed advisable that such institutions as remain allied to this Department, namely, the Government Hospital for the Insane, the Freedmen's Hospital, and the Columbia Institution for the Deaf and Dumb, should procure their supplies in accordance with this section.

The superintendent of the Hospital for the Insane and the surgeon-in-chief of the Freedmen's Hospital readily assented; and, accordingly, proposals were invited and contracts entered into under the same.

The president of the Columbia Institution for the Deaf and Dumb held that, under the provisions of sections 4859 and 4862 Revised Statutes, that institution was not subject to the general laws regarding proposals and contracts, and that it was not within the jurisdiction of the Secretary of the Interior to enforce the provisions of section 3709, above quoted. It would seem advisable that Congress should provide by proper legislation that this institution either be made entirely independent of this Department, or that the law be so amended as to provide that the appropriations made by Congress for its support should be subject to the provisions applicable to expenditures for like purposes for similar institutions.

A comparison of the prices paid for articles in open market for the Columbia Institution during the months of September and October, with contract rates for like articles for the Insane Asylum, shows a difference of about 33 per cent. in favor of the contract system.

HOSPITAL FOR THE INSANE.

The annual report of the Board of Visitors for the Government Hospital for the Insane, for the year 1883, shows that the total number of patients was 1,207, of which 910 were males and 297 females. This is the largest number of patients under treatment in any one year since the close of the late war, and is partially accounted for by the number of patients received from the Home of Disabled Volunteer Soldiers.

The number of patients remaining in the hospital June 30, 1883, was males, 755; females, 239; total, 944.

Of these, 446 are from the Army, 56 from the Navy, and 475 from civil life. Those from civil life are classed as follows: District of Columbia (transient), 24 males and 7 females; District of Columbia (residents indigent), 197 males, 223 females; District of Columbia convicts, 8 males; United States convicts, 5 males; private patients, 5 males and 6 females.

Average number of residents in the hospital.....	965
Number discharged recovered	94
Number discharged improved	49
Number discharged unimproved	6
Number discharged not insane.....	1
Percentage of recoveries	44.13

To provide for the influx from the soldier's homes, extensive additions to the hospital have been commenced, and will be completed during the year.

The total expenditure for the year has been \$350,719.72.

FREEDMEN'S HOSPITAL.

The surgeon in charge of the Freedmen's Hospital reports that the whole number of patients admitted during the year was 1,601—

Colored	1,017
White	583
Indian.....	1

About two hundred persons were admitted and treated upon the recommendation of the Commissioner of Pensions and chief of police.

In the dispensary attached, 2,095 persons were treated. The surgeon-in-chief recommends certain improvements in and about the buildings, for which estimates have been submitted.

COLUMBIA INSTITUTION FOR THE DEAF AND DUMB.

The number of pupils instructed during the year was 106: males, 89; females, 17. Of these 41 were in the collegiate department, representing 18 States and the District of Columbia.

The work of instruction has gone on successfully in the several departments, especial attention having been paid to articulation and physical training.

Four students of the college were graduated with the degree of Bachelor of Arts, and the degree of M. A. was conferred on two persons, one of whom was a graduate of the college.

A memorial of the late President Garfield, in the form of a portrait bust in marble, has been presented to the institution by deaf mutes and their friends, representing twenty-six States of the Union and the Federal District. This memorial is to commemorate the important aid rendered to the cause of the higher education of the deaf by General Garfield while he was a member of Congress.

The funds for this purpose, amounting to more than \$1,400, were raised by contributions from more than two thousand individuals.

The current expenses of the institution for the year amounted to \$60,956.42, of which sum \$55,000 were appropriated by Congress; \$5,500 were expended in the construction of a farm, barn, and on the improvement of the grounds.

The amounts asked by the directors for the next fiscal year are: For current expenses, \$55,000; for improvement of grounds and repairs of buildings, \$5,000.

I have the honor to be, very respectfully,

HENRY M. TELLER,
Secretary.

The PRESIDENT.



ANNUAL REPORT
OF
THE COMMISSIONER
OF THE
GENERAL LAND OFFICE.

REPORT

OF THE

COMMISSIONER OF THE GENERAL LAND OFFICE.

DEPARTMENT OF THE INTERIOR,
GENERAL LAND OFFICE,
Washington, D. C., September 29, 1883.

SIR: I have the honor to submit herewith the annual report of the General Land Office for the fiscal year ending June 30, 1883.

The disposal of public lands under all acts of Congress embraced 19,030,796.89 acres, and of Indian lands 399,235.91 acres, making the total disposals 19,430,032.80 acres; an increase over the year 1882 of 5,120,866.30 acres, and an increase over the year 1881 of 8,536,635.75 acres.

The receipts from all sources in connection with the disposals of public lands were \$11,088,479.43, and from sales of Indian lands \$625,404.27, a total of \$11,713,883.70, being an increase over the year 1882 of \$3,319,367.66, and an increase over the year 1881 of \$6,305,079.54.

The following is a statement in detail of disposals and receipts:

	Acres.
Cash sales:	
Public sales.....	273, 069. 62
Private entries.....	2, 179, 955. 14
Pre-emption entries.....	2, 285, 710. 35
Timber and stone land entries.....	297, 735. 50
Desert-land entries.....	436, 633. 69
Mineral entries.....	31, 520. 18
Coal-land entries.....	15, 612. 82
Excess payments on homestead and other entries.....	25, 677. 00
Abandoned military reservations.....	1. 695. 90
Total cash sales.....	5, 547, 610. 20
Miscellaneous:	
Homestead entries.....	8, 171, 914. 38
Timber-culture entries.....	3, 110, 930. 23
Donation entries.....	4, 132. 46
Entries with school warrants.....	289. 85
Entries with military bounty land warrants.....	45, 414. 42
Entries with agricultural-college scrip.....	1, 440. 00
Entries with private land-claim scrip (Supreme Court).....	10, 580. 00
Entries with Valentine scrip.....	2, 600. 00
Entries with Porterfield scrip.....	146. 87
Entries with Israel Dodge scrip.....	800. 00
Entries with Wilson scrip.....	80. 00
Entries with Sioux half-breed scrip.....	792. 27
Entries with Chippewa half-breed scrip.....	160. 00
State selections (school, swamp, and internal improvement)....	214, 570. 50
Railroad selections.....	1, 919, 335. 71
Total.....	19, 030, 796. 89

Indian lands:	Acres.	Acres.
Cherokee school	748.84	
Cherokee strip.....	59,800.09	
Absentee Shawnee	120.00	
Kansas trust.....	17,836.75	
Miami.....	4,976.34	
Osage ceded	1,831.73	
Osage trust.....	224,646.22	
Otoe and Missouria	467.99	
Sac and Fox	118.72	
Sioux	15,531.55	
Pawnee	73,157.68	
Total.....	399,235.91	
Making a grand total of (acres)		19,430,032.80

The foregoing total does not include the following entries the areas of which have previously been reported with original entries of the respective classes:

	Acres.
Commuted homesteads	930,876.29
Commuted (act June 15, 1880).....	305,243.67
Final desert land entries	55,312.51
Final homestead entries	2,504,414.51
Final timber-culture entries	97,836.08
Total areas previously reported.....	3,893,683.06

In addition to the foregoing, and not included in the totals of lands disposed of, are pre-emption, homestead, and miscellaneous filings, viz:

Number of pre-emption filings.....	47,933
Number of soldiers' declaratory statements.....	4,999
Miscellaneous filings	10,232

The area of lands embraced in these filings aggregates 8,000,000 acres.

Cash receipts:

From cash sales.....	\$9,657,032.28
From homestead fees and commissions	881,467.01
From timber-culture fees and commissions	262,262.00
From fees on military bounty land warrant locations.....	1,185.00
From fees on scrip locations	143.00
From fees on pre-emption and other filings.....	182,039.00
From fees for reducing testimony to writing	48,875.09
From fees on donation claims.....	125.00
From fees on State selections.....	3,229.00
From fees on railroad selections	24,004.00
From fees for transcript of records furnished by General Land Office.....	8,118.05
Total receipts from public lands	11,088,479.43
Receipts from sales of Indian lands (trust funds).....	625,404.27
Total.....	11,713,883.70

ENTRIES AND FILINGS.

The total number of entries and filings posted during the year was 251,685, aggregating 30,000,000 acres. These entries and filings constitute claims of record awaiting completion and adjudication. The increase in number of claims recorded in 1883 was 55,548 over the year 1882, and 93,700 over the year 1881.

The number of entries approved for patenting under the pre-emption, homestead, timber-culture, desert-land, and other settlement and agricultural laws is 53,847, an increase over the previous year of 26,239.

Four thousand two hundred and seventy-four contested cases were examined and acted upon. Seventeen hundred and twenty-seven claims were confirmed by the board of equitable adjudication, an increase of 671 over the number adjudicated the previous year.

AGRICULTURAL PATENTS.

The number of patents issued on the various classes of entries and locations under the general land laws is 50,482, an increase over the previous year of 1,785.

CASH SALES.

The number of private cash entries was 11,104, embracing 2,179,955.14 acres, an increase of 255,458.99 acres; 2,285,710.35 acres were sold under the pre-emption law, an increase of 934,329.52 acres; 1,236,119.96 acres were embraced in commuted homesteads, an increase of 158,736.06 acres. The total cash sales, including land sold at public and private sale, pre-emption, commuted homesteads, mineral lands, timber and stone lands, &c., amount to 6,839,042.67 acres. The amount of receipts from cash sales is \$9,657,032.28, an average of a fraction over \$1.40 per acre.

PUBLIC SALES.

Sixteen thousand acres of land were offered at public sale in the Gainesville, Fla., district. Three hundred and sixty acres were sold, and the remainder became subject to private entry.

Two million acres of pine-timber lands were offered in the Duluth, Minn., district, and 1,000,000 acres in the Saint Cloud district. About 268,000 acres were sold in both districts, at an average price of \$1.90 per acre. The remainder of the lands became subject to private entry at the minimum price.

Ninety-eight additional townships, embracing 1,500,000 acres, were proclaimed for offering in the Saint Cloud district.

PRE-EMPTIONS.

Eight thousand eight hundred and forty-five pre-emption entries were approved for patent in *ex parte* cases, and 741 contested cases were decided, the whole involving 1,500,000 acres.

Eleven thousand nine hundred and twelve new cases were received for action. The number of cases undecided June 20, 1883, was 12,542, an increase of the number in arrear of 2,370.

The number of pre-emption filings placed on record during the year was 47,933, which at 160 acres each would cover 7,669,280 acres.

The general disproportion running through terms of years between the number of claims initiated and the number perfected, and the volume of relinquishments of such claims which are apparently purchased by *bona fide* entrymen or others, satisfy me that pre-emption filings are made, or procured to be made, to a great extent for speculative purposes, and with no intention on the part of the person in whose name the filing is made to perfect the entry, or in any manner to comply with the law.

REPEAL OF THE PRE-EMPTION LAW.

In my last annual report I renewed the recommendation, frequently made by my predecessors, that the pre-emption law be repealed. Continued experience demonstrates the advisability and necessity of such repeal. The objection that much good has heretofore resulted from the pre-emption system, and that it should not be discontinued because abused, appears to me without good foundation under the changed conditions created by the homestead law.

Before the homestead system was adopted the only method by which unoffered public lands could be obtained by settlers was by pre-emption. All the advantages of the pre-emption system are now embraced in the homestead laws. The same lands can be entered upon the same conditions and proofs and the payment of the same price under the homestead law as under the pre-emption law. We have simply a double system for the same purpose, employing two sets of machinery, two agencies of adjustment, and a duplication of records, when only one is required. The administration of the law would be simplified and the labor and expense lessened by a discontinuance of the now unnecessary system of pre-emption.

HOMESTEADS.

The number of original homestead entries during the year was 56,565, embracing an area of 8,171,914.38 acres, an increase of 11,234 entries and 1,823,769.33 acres over the previous year. Final proof was made on 18,998 entries, embracing 2,504,414.51 acres.

One thousand and ninety soldiers' additional claims were presented, of which 569 were approved and 156 rejected.

HOMESTEAD DECLARATORY STATEMENTS.

Four thousand nine hundred and ninety-nine soldiers' homestead declaratory statements were filed, covering 80,000 acres.

These declarations are in the nature of pre-emption filings. The present laws authorize their presentation by agent or attorney. Advantage is taken of this provision to obtain the authorization of soldiers to make filings which are used for speculative purposes by the agent or attorney. The soldier receives no benefit in such cases, but generally pays a fee which he is given to understand will procure for him 160 acres of land that he can sell without going upon it or even seeing it. I have made special effort to check the spread of this fraud upon soldiers of the country and upon the public land laws.

AMENDMENT OF THE HOMESTEAD LAWS.

The present laws and regulations permit settlers on unsurveyed lands who have maintained a residence of five years to make entry and give notice of final proof simultaneously after survey.

Parties who desire to obtain large quantities of land employ men to make entries on newly surveyed land, alleging residence long anterior to the survey. Notice of intention to make proof in thirty days is published, affidavits filed, final certificates issued, and the land patented before an opportunity is had to develop the facts and prevent the consummation of the illegal entry. Special agents report valuable lands in whole ranges of townships in certain districts to have been entered in this manner, when the land shows no evidence of settlement at any time, but is held as portions of large estates.

Notice to the world of claims to public land is a fundamental principle of the land laws. Thirty days' publication, which is frequently made in a distant or obscure newspaper, is insufficient notice for any practical purpose, especially when no entry has previously been recorded.

I think it important that provision be made by statute, fixing a period of not less than six months after a settlement claim has been placed on record before final proof shall be admitted, irrespective of alleged time of residence prior to entry.

PUBLIC LANDS.

COMMUTED HOMESTEADS.

The commutation feature of the homestead law is open to the same abuses as the pre-emption law. The alleged commutation settler is frequently a person employed at so much a month to sign entry papers and hold the claim long enough to enable his employer to secure title by commutation.

This system of illegal appropriation, which is especially made use of in obtaining title to lands of selected value and in large quantities, could be materially checked by an extension of the time within which a homestead entry may be commuted. The actual settler does not usually prefer to pay for his land when by continuing his residence upon it he can obtain title without price. It would be no hardship to require a period of residence sufficient to prevent the present easy evasion of the law. No time is fixed by statute as a condition of residence before commutation, but the same proof and payment may be made as in pre-emption cases. In these cases the regulations of this office require as a general rule that residence of six months shall be shown, and the same rule, is under the law, applied in commuted homestead cases.

I deem it a matter not less important than the repeal of the pre-emption law that the homestead laws should be amended so as to require proof of actual residence and improvement for a period of not less than two years before a homestead entry may be commuted by cash payment.

TIMBER-CULTURE ENTRIES.

Twenty thousand six hundred and one timber-culture entries were made, embracing 3,110,930.23 acres, an increase of 3,444 entries and 554,244.14 acres. Final proof was offered on 723 entries, embracing 97,836.08 acres.

REPEAL OF THE TIMBER-CULTURE-LAW.

In my last annual report I called attention to the abuses flowing from the operations of this act. Continued experience has demonstrated that these abuses are inherent in the law, and beyond the reach of administrative methods for their correction. Settlement on the land is not required. Even residence within the State or Territory in which the land is situated is not a condition to an entry. A mere entry of record holds the land for one year without the performance of any act of cultivation. The meager act of breaking five acres, which can be done at the close of the year as well as at the beginning, holds the land for the second year. Comparatively trivial acts hold it for a third year. During these periods relinquishments of the entries are sold to homestead or other settlers at such price as the land may command.

My information leads me to the conclusion that a majority of entries under the timber-culture act are made for speculative purposes and not for the cultivation of timber. Compliance with law in these cases is a mere pretence and does not result in the production of timber. On the contrary, as one entry in a section exhausts the timber-culture right in that section, it follows that every fraudulent entry prevents a *bona fide* one on any portion of the section within which the fraudulent entry is made. My information is that no trees are to be seen over vast regions of country where timber-culture entries have been most numerous.

Again, under the operation of the pre-emption, homestead, and timber-culture laws, any one person may enter 160 acres in each class of entry, making a total of 480 acres which may be taken by one person. The

power to acquire that quantity of public land by single individuals, while so many of the citizens of the country are landless, is contrary to the general spirit of the public land laws, and, I think, not in consonance with approved public policy.

This objection would hold to the timber-culture act if the law was generally complied with in good faith, or if its provisions requiring the planting and cultivation of timber were capable of enforcement. I am convinced that the public interests will be served by a total repeal of the law, and I recommend such repeal.

MINERAL LANDS.

Two thousand one hundred and twelve mineral entries were made and 2,312 applications and 390 adverse claims filed. The sales of mineral lands amounted to 47,133 acres, of which 15,612 were coal lands. Two thousand five hundred and twenty cases were examined. One hundred and nineteen contests were received and thirty-one disposed of. One thousand seven hundred and fifty mineral and coal patents were issued. The number of cases undisposed of at the close of the fiscal year was 2,645.

DESERT LANDS.

Twelve hundred and fifty-four desert-land entries were made, embracing 436,633.69 acres, an increase over the previous year of 656 entries and 271,677.75 acres. Final proof was made on 215 entries, embracing 55,312.51 acres.

The desert-land act provides that proof of reclamation and final payment shall be made within three years from date of entry. A large number of cases is on the files of this office in which the time has past and proof has not been made as required. At the expiration of the three years the parties were called upon to show cause why their entries should not be canceled. Such showing was made in but few instances. With a view to saving the equities of those who may have attempted in good faith to reclaim the lands entered, but may have been prevented from so doing by the great expense of obtaining water, or other good cause, it has been determined, with your concurrence, to make another call, and give to entrymen a further opportunity to make proof or to show cause for failure.

It has been represented that desert-land entries have largely been made for speculative purposes, in violation of the restrictions of the act, and in many instances upon lands naturally productive, and that lands are held fraudulently under the entry without attempt or intention of reclamation, but are occupied or leased for grazing and other purposes. Investigations so far made of alleged illegal entry under the desert-land act tend to confirm these allegations.

The theory of the desert-land law is, that the encouragement of irrigation required the disposal of land in larger quantities than 160 acres. This theory has not been sustained, as general systems of irrigation are adopted for the distribution of water, which are equally as available to the owners of small tracts as of large ones. The practical operation of the desert-land law has heretofore been to enable land to be purchased without settlement, and in quantities in excess of the limit established by the settlement laws, thus resulting in the encouragement of monopoly rather than the encouragement of reclamation.

TIMBER AND STONE LAND ENTRIES.

Two thousand one hundred and one entries, embracing 297,735.50 acres, were made under the timber and stone land act of June 3, 1878 (chiefly timber-land entries), being an increase of 1,373 entries and

202,498.48 acres over the previous year, in the States of California, Oregon, and Nevada, and Washington Territory, to which States and Territory only the act is applicable.

It is a condition of this act that the land shall be valuable chiefly for timber, but unfit for cultivation. Entries are restricted to 160 acres for any one person or association of persons.

The restrictions and limitations of the act are flagrantly violated. Information is in my possession that much of the most valuable timber land remaining in the possession of the Government on the Pacific coast is being taken up by home and foreign companies and capitalists through the medium of entries made by persons hired for that purpose.

I have found it necessary to suspend all entries of this class and to direct an investigation in the field with a view to the procurement of evidence in specific cases to authorize the cancellation of illegal entries and the prosecution of guilty parties.

TIMBER LANDS.

The rapid decrease in the timber areas of the country invites attention to present methods of appropriation of public timber lands, and suggests the expediency of some modification of the laws by which remaining forests may be better preserved, or a more adequate revenue derived from their sale.

The present and increasing value of timber is an inducement to individuals and companies to make large investments with a view to the control of the timber product, and the further enhancement of prices resulting from such control. The facility with which the restrictions of the public land laws are evaded is a temptation to the illegal acquirement of title for the purpose of such investments.

It would, perhaps, be of little moment how soon the public title to lands should pass to private holders, since that is the ultimate purpose of the laws, if the further purpose of the laws that public lands should in the original instance be widely distributed among the people could also be secured. But if this cannot be done, and the systems of public disposal are to result, as they now do, in permitting capitalists to indirectly obtain great bodies of public land, it is certainly but provident for the United States to require a price to be paid for its timber lands, somewhat commensurate to their value.

Several propositions have been presented in Congress looking to a change in the methods of disposing of lands valuable chiefly for timber. The subject is one of difficulty, and it is important that the wisest action be taken. I am of opinion that such lands should be reserved by law from ordinary disposal, and sold only after appraisement and upon sealed bids, at not less than the appraised price. It would be proper that an act to such effect should not deprive settlers on the public lands of the right to take timber for domestic purposes or the support of their improvements.

SWAMP LANDS.

The swamp-land selections reported to this office for adjudication the past year aggregate 449,188.17 acres, making a total of 70,445,957.58 acres selected under the swamp-land grant at the close of the fiscal year.

Lists embracing 686,295.53 acres have been approved, making a total of 56,455,467.56 acres certified or patented to the several States. The unadjudicated claims still pending amount to 14,000,000 acres, the same as at the commencement of the fiscal year.

SWAMP-LAND INDEMNITY.

Twenty-eight thousand four hundred and ninety-six acres were patented as indemnity for swamp lands disposed of by the United States between the years 1850 and 1857, under military warrant and scrip locations, making a total of swamp indemnity lands patented to the several States of 504,812.99 acres.

Cash indemnity claims were approved for payment to the amount of \$90,333.38.

The act of March 2, 1855, extended to March 3, 1857, confirmed all swamp selections previously made, whether or not properly so made, for lands intended to be granted, and also provided indemnity in lands or money for tracts disposed of by the United States subsequent to the swamp-land grant and prior to March 3, 1857, which should be found to have been swampy in character at the date of the swamp-land act.

The effect of the indemnity provision has been to incite claims by States or their agents or assigns to claims for land or cash indemnity for a large quantity of the public land disposed of under general laws between 1850 and 1857 in the swamp-grant States. The validity of these claims is in many cases of a questionable character, and the allowance of them is a considerable and constant draft upon the Treasury. I have been compelled to reject probably the larger portions of the selections presented. If the State agents would exercise more discrimination in presenting cases much labor would be saved. The appropriation available for the examination of claims for swamp lands and swamp indemnity has permitted the employment during the year of but four special agents for this important service. The Southern States, to which the swamp grant in part applies, are urging the adjustment of their claims, and much progress has been made during the past year in their settlement. A portion of the force of the swamp division has been engaged in perfecting the records of the office, and preparing indexes, a fact not elsewhere referred to in this report.

PRIVATE LAND CLAIMS.

Eight confirmed private land claims in California have been patented, and nineteen others docketed, but not finally disposed of.

Twenty-six private claims in Louisiana, Florida, and Illinois, and three in New Mexico, have been passed to patent. One in Louisiana and one in New Mexico presented for recognition have been rejected. Twenty-seven confirmed claims in New Mexico and Colorado, and forty-one in Louisiana and Florida, are awaiting final action. Three claims within the Las Animas grant in Colorado have been adjudicated. Six approved and twenty-four rejected claims within the same grant remain to be considered.

Scrip has been issued for two claims in Louisiana under the act of June 22, 1860, and subsequent acts. Three have been reported to Congress. Three hundred and six entries have been allowed on private land-scrip locations, and ninety-three are pending.

Thirty-nine donation claims in Oregon and Washington Territory have been patented, twenty-six in New Mexico rejected, and five hundred and forty-seven in Oregon, Washington Territory, and New Mexico remain to be adjudicated. Eighty-four Indian claims have been patented.

Several thousand private land claims in Florida and Louisiana, and a smaller number in the several States of Missouri, Alabama, Mississippi, Arkansas, Illinois, Indiana, and Michigan, which have been con-

firmed by Congress, by various Boards of commissioners, or by the courts, still remain undisposed of.

In Florida.—Plats of confirmed claims in Florida which have been surveyed by the United States are on file in this office, but it is found in many instances that the subsisting surveys embrace more land than was included in the confirmations.

All lands within the lines of these surveys are regarded as reserved until the claims are finally adjudicated. Meanwhile claimants treat the whole as their private property and make sales and conveyances. Numerous conflicts between settlers seeking title under the public land laws, and grant claimants or their assignees, arise from this unsettled condition.

It is desirable and important that sufficient provision be made by Congress for an investigation of these surveys in the field, and for such examination and investigation of the titles and claims in other respects as may be required in the public interests.

In New Mexico, Colorado, and Arizona.—Attention is again called to the condition of private land claims in New Mexico, Colorado, and Arizona. Nearly thirty years have elapsed since the passage of the act of July 22, 1854 (10 Stat., 308), providing for the settlement of these claims through their presentation to the surveyor-general and the submission of his reports to Congress.

About seventy claims have been confirmed by Congress. Ninety-four are pending before that body, while an unknown number remains on the files of the surveyors-general.

The claims presented under the act of 1854 (and subsequent acts, extending the provisions of that act to Arizona and Colorado) are chiefly in New Mexico and Arizona, a few only being in Colorado.

The presentation to surveyors-general of claims for confirmation, whether the same are finally confirmed or not, operates as a statutory reservation of the land claimed, although the situation of the land and the quantity embraced in the claims are ill-defined and uncertain.

The existence of these undetermined and unsettled claims is a perpetual menace to the industrial occupation of the soil. Settlements are retarded and to a large degree practically inhibited owing to the liability that the land upon which a settlement is made may fall within the limits of some unconfirmed and unsurveyed grant. There is a further liability of the assertion of claims heretofore unknown. The increasing value of land, owing to increased facilities of communication and the general settlement of all the Territories, invites the assertion of such claims, and is an incentive to the manufacture of fraudulent titles. The lapse of time favors claims of a doubtful character and especially favors a broad expansion of original claims. Complaints have been made that grants have been confirmed by Congress, or surveyed and patented under Congressional confirmations, for a far greater quantity of land than is embraced in the grants.

The inadequacy of the present system of adjustment is shown by the statement just made that only seventy claims out of a possible thousand have been settled, while less than one hundred more have been in any manner reported for action, and this, as to number, is the result of thirty years' operation of the system. In other respects the results of the system are even less satisfactory. Repeated applications have been made for the institution of judicial proceedings to set aside patents already issued, either on the ground of fraud in original titles or of a fraudulent enlargement of boundaries. A suit is now pending for the recovery to the United States of nearly 2,000,000 acres embraced in a single confirmation by Congress upon a surveyor-general's report.

This situation illustrates a more fundamental defect in the present system than that of mere interminable delay. It is that the machinery employed does not admit either of that scrutiny of title or of that accuracy in the determination of boundaries which the public safety demands. The surveyor-general is fully occupied with the ordinary duties of his office. He cannot give the time required for a thorough investigation of these cases even if he were always qualified for the duty and interests of such magnitude could properly be confided to the intelligence, discretion, or integrity of a single individual.

The determination of the boundaries and extent of claims rests almost wholly with deputy surveyors. They are only nominally officers of the the United States. Actually, they are contractors. They are not required to exercise judicial functions, and cannot be expected to devote much of their own time to a critical investigation of boundaries shown them by interested claimants. For several years past, and until the beginning of the present fiscal year, after a claim had been favorably reported by the surveyor-general, the first step was to make what is called a "preliminary survey." This was not considered a finality. It did not purport to be founded upon any accurate basis. It purported only to describe boundaries which parties interested in extending claimed limits had pointed out. When a claim is confirmed by Congress, the confirmation may carry the survey as reported, and thus the merely preliminary survey becomes a Congressional grant.

These preliminary surveys were not required to be examined by this office, but in contemplation of law were simply transmitted to Congress as exhibits to the surveyor-general's reports. But if they had been examined here, such examination would, of necessity, have been a superficial one. Under the present system this office is without proper means to judge of the substantial correctness of surveys of private land claims. Minor errors, incident to any survey, may be detected. But whether the deputy surveyor found the true boundaries of the grant, or whether the monuments accepted as being the monuments called for by the grant, were such in fact, are matters wholly beyond the facilities of this Department to ascertain from any data furnished by the surveyor-general's reports.

The unauthoritative character of preliminary surveys has repeatedly been stated to Congress in my annual reports and in reports upon special cases.

An instance has been called to my attention where the original claim was for a quantity of land shown upon a plat presented to the surveyor-general as containing one square league, or less than 5,000 acres, and described as having fixed natural boundaries which claimants stated were well known and easily identified. And yet, upon the assignment of this claim to other parties a preliminary survey was obtained purporting to show identically the same boundaries, but embracing an area exceeding 300,000 acres.

The title papers transmitted to Congress for its judgment upon the validity of claims are not the originals or purported originals on file in the surveyor-general's office, but are copies merely. It is manifestly impossible for an opinion to be formed upon the authenticity of papers by an inspection of copies. Moreover, the organization and duties of legislative committees do not admit of that kind of scrutiny and investigation which claims of this character should receive before a confirmation of title to unknown quantities of land is made.

The reluctance of Congress to continue the confirmation of private land claims in New Mexico and Arizona, in view of the difficulties and

uncertainties involved in such procedure, has been marked by its omission in late years to take action upon such claims, and by various propositions looking to some different mode of settlement.

I have heretofore been disposed to regard with favor the proposition of sending these claims to the courts, but upon a more mature consideration I am satisfied that the courts, with their present organization, would be unable to cope with the vast volume of additional business which would be thrown upon already overcrowded dockets. It is also doubtful if methods of judicial procedure are adequate to the proper investigation of such claims. The evidence to be produced is generally *ex parte*. Conflicting interests are apt to be removed, or a confirmation effected, through which the demands of all parties are satisfied out of a larger portion of the public domain. Settlers having adverse claims are not usually able to pay the expenses of a legal contest with wealthy grant claimants. The United States attorneys are occupied with their general duties, and provision is not made by which they can be compensated for the special and extraordinary labor that would be entailed by the proper defense of the public interests in such suits. The appropriations for special counsel do not permit the payment of fees approximate to those which experienced and able lawyers can obtain from private claimants of great bodies of the public lands.

The examination of these claimed titles is a work of protracted and patient labor, requiring in many cases detective experience and skill as well as legal acumen and learning, and in all cases close and painstaking individual effort. The nature and validity of claims being settled, questions of boundary and extent are to be determined, and such properly require investigations in the field. Usually testimony upon these points is furnished chiefly or wholly by claimants. It is obvious that a better knowledge of facts than can be obtained from such sources is essential to a just adjudication.

The old population of New Mexico and Arizona is permanent in its character. The lands occupied and cultivated by these people for generations are well known. The location of original claims in their neighborhood is ascertainable. I believe it possible, through a personal examination of monuments and boundaries by responsible officers of the Government, and by taking testimony in the neighborhood, to establish the limits of grants with a greater degree of accuracy than has yet been attained or that can be attained in any other manner.

My best conclusion is that a commission should be appointed for each of the Territories named, the duties of which should embrace a thorough examination and investigation of the foundations of all alleged private land claims in these Territories, together with an actual investigation of boundaries and limits, and that all claims before Congress or this office, as well as those depending before the surveyors general, should be remanded to such commission for examination and decision with proper appeal for review upon error of law.

Much care would be requisite in framing such measure, which should not, I think, invest the commissioners with so great or irresponsible powers of confirmation as given to previous boards, but should require as preliminary to any result the most thorough research and exhaustive practical investigation.

The obligations of treaty stipulations are apt to be magnified into a recognition of property rights that had no existence under Spanish or Mexican law, and into the support of speculative schemes to dispossess the United States of its own property. The time has come when, in my opinion, the rights and interests of the United States should be

faithfully and vigorously defended against unjustifiable assaults under cover of pretended foreign titles.

I further deem it a matter of great importance that the time within which claims not heretofore presented to surveyors general may be filed before any tribunal should be limited to a brief period, and that all claims not presented within such period should be definitely barred.

In view of the great length of time that has already been allowed for this purpose, I think that further time should be limited to two years.

RAILROAD LAND GRANTS.

The construction of 1,210.68 miles of land-grant railroad was reported during the year, making a total of 17,449.78 miles of road reported as constructed under all grants to June 30, 1883. This aggregate includes 205 miles in the Indian Territory, and 342.87 miles in the State of Texas for which there is no grant, such construction being an incident to land-grant lines proper.

Four hundred and seventy-seven thousand seven hundred and forty and twenty-four one-hundredths acres were certified or patented under railroad grants during the year, and 440,856.52 acres were patented for wagon-roads, an increase in patents for railroads and wagon-roads over the previous year of 742,190.10 acres.

Lists of railroad selections aggregating 3,070,453.41 acres are awaiting examination, being an increase over the previous year of 1,112,060.62 acres.

The number of settlement claims within the granted or indemnity limits of the various railroad grants that were awaiting original or final action at the close of the year was 6,891, an increase of 1,327 over the arrears of the previous year. Of the total number pending 1,464 had received some action, and 5,427 had not been reached for examination.

RIGHT-OF-WAY RAILROADS.

The number of railroad companies recognized as entitled to a right of way through the public lands to land for station purposes, and to take timber and other material from public lands for the construction of their roads, was at the close of the fiscal year one hundred and sixty-three, located in the various public-land States and Territories.

FORFEITURE OF RAILROAD LAND GRANTS.

The following tables show the grants made to several States and corporations for roads that have not been constructed within the time required by law, classified for reference and convenience under four heads, viz:

1. Where the roads have been completed but not within the time required.

2. Where the roads have not been completed within time but which are in course of construction.

3. Where the roads have been partly completed and construction suspended.

4. Where no part of the roads has been constructed.

Twelve grants fall within the first classification, eight in the second, nine in the third, and twelve in the fourth.

PUBLIC LANDS.

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Statements showing *Ninety* and *corporations* to which grants have been made to aid in the construction of railroads which have been completed, but not within the time required by law.

State or corporation to which grant was made.	Name of railroad.	Date of not making grant and acts extending time for completion of road.	Statute.	Pages.	Date when road should have been completed.	Number of miles of road completed before expiration of grant.	Number of miles of road completed after expiration of grant.	Total length of road.	Remarks.
Florida.....	Pensacola and Georgia.....	May 17, 1854	11	15	May 17, 1856	.....	161	Miles. 311	50 miles in office prior to and since
Missouri.....	Florida, Atlantic and Gulf Central.....	May 17, 1854	11	15	May 17, 1856	.....	59	59	its location.
Michigan.....	Saint Louis, Iron Mountain and Southern.....	July 4, 1854	14	33	July 1, 1871	20	77.54	205	Date of completion not known to this office.
Wisconsin.....	Port Huron and Lake Michigan.....	June 3, 1856	11	21	June 3, 1856	.....	72.27	251.87	
Minnesota.....	Jackson, Lansing and Saginaw.....	June 3, 1856	11	21	June 3, 1873	182.10	30	254.09	
	West Wisconsin, now Chicago, Saint Paul, Minneapolis and Omaha.	June 3, 1856	14	78	May 5, 1869 } May 5, 1872 }	217.00	174	314	
	Saint Vincent Extension Saint Paul and Pacific, now Saint Paul, Minneapolis and Manitoba.	July 12, 1853	15	237	Dec. 3, 1873	140	54.21	279.144	
	Brainerd Branch Saint Paul and Pacific, now Western Railroad.	Mar. 2, 1857	11	195	Dec. 3, 1873	.....	130.115	202.1	
	Southern Minnesota Railway Extension.	Mar. 2, 1857	11	195	Feb. 25, 1877	140.144	126.1	154.42	
	Hastings and Dakota.....	July 4, 1856	14	57	Mar. 7, 1877	74	338	826	
New Orleans, Baton Rouge and Vicksburg.	Lake Superior and Mississippi.....	May 5, 1854	12	64	May 5, 1872	30	.....	.....
	New Orleans Pacific, and Genesee.....	Mar. 2, 1871	16	573	Mar. 2, 1876	.....	.....	.....

REPORT OF THE SECRETARY OF THE INTERIOR.

Statement showing States and corporations to which grants have been made to aid in the construction of railroads which have not been completed within the time required by law, but which are in course of construction.

State or corporation to which grant was made.	Name of railroad.	Date of act making grant and note extending time for completion of road.	Statutes.	Page.	Date when road should have been completed.	Number of miles of road completed before expiration of grant.	Number of miles of road completed after expiration of grant.	Total length of constructed road.	Number of miles of road uncompleted at expiration of grant.	Number of miles of road uncompleted June 30, 1883.	Remarks.
Florida.....	Atlantic, Gulf and West India Transit.	May 17, 1856	11	13	May 17, 1866	155	78.87	233.97	150	72.43	The date given for the completion of this road is that fixed by the decision of the Secretary of the Interior, dated June 11, 1879. (See General Land Office Report for 1879, p. 108.) Since
Louisiana.....	Vicksburg, Shreveport and Texas.	June 3, 1856	11	18	June 3, 1866	94	.....	94	95	95	
Michigan.....	Ontonagon and Brulé River.	June 2, 1856	11	21	June 3, 1866	.....	20	20	75	55	
Wisconsin.....	North Wisconsin, now Chicago, Saint Paul, Minneapolis and Omaha.	June 3, 1856 Apr. 10, 1860 May 5, 1864	11 15 18	30 36 66	May 5, 1869	.....	208	200	246	46	
Northern Pacific.....	Northern Pacific.....	July 2, 1864 May 7, 1866 July 1, 1868 Apr. 10, 1869 May 31, 1870	13 14 15 16 16	265 255 253 277 278	July 4, 1879	590.5	1,164.95	1,495.06	1,812.56	768	In Washington Territory, 215 miles so far as known to this office as part of the main line between Wallula Junction and Portland, and of the branch line, in process of construction.

Oregon and Calif. California and Oregon.	Oregon and Califor. California and Ore. gon.	July 25, 1866 June 25, 1868 July 25, 1868 June 25, 1868 July 27, 1866	14 15 14 15 14	239 } 80 } 239 } 80 } 202 }	July July July July July	1, 1880 1, 1880 4, 1878	107 152 125	45 612	242 152 737	118 136 2, 301	73 186 1, 699	No official evidence of the construction of 162 miles of the amount given as constructed since the expiration of the grant has been filed, although the same is in operation. The number of miles given as unconstructed includes both main and branch lines.

Statement showing States and corporations to which grants have been made to aid in the construction of railroads which have been partly completed and construction suspended, so far as known to this office.

State or corporation to which grant was made.	Name of railroad.	Date of act making grant and act extending term of road.	Statutes.	Page.	Date when road should have been completed.	Number of miles of road completed before expiration of grant.	Number of miles of road completed after expiration of grant.	Total length of construction of road.	Number of miles of road uncompleted at expiration of grant.	Number of miles of road uncompleted June 30, 1883.	Remarks.
Alabama.....	Selma, Rome and Dalton.....	June 2, 1856	11	17	June 2, 1872	100	48.93	143.93	57.35	22.42	Road not built on line of definite location. Date of construction not known, no official evidence thereof being on file.
Alabama.....	Mobile and Girard.....	June 2, 1856	11	17	June 3, 1872	52	.....	84	.....	129	
Michigan.....	Marquette and Ontonagon.....	June 8, 1859	11	21	Dec. 21, 1872	52	.....	82	40	46	
Michigan.....	Northern Central, Michigan.....	June 20, 1859	15	229	June 3, 1873	.....	60	60	80	20	
Iowa.....	Sioux City and Saint Paul.....	July 3, 1860	11	75	Sept. 20, 1881	58.25	.....	58.25	26.22	26.22	
Wisconsin.....	Wisconsin Central.....	May 12, 1864	13	72	Dec. 21, 1876	248	9	257	93	84	
Oregon Central.....	Oregon Central.....	May 5, 1874	18	28	May 4, 1876	725	.....	474	97	97	
Southern Pacific.....	Southern Pacific (main line).....	July 27, 1866	14	292	July 4, 1878	1224	240	472	224	84	
Texas Pacific.....	Texas and Pacific.....	Mar. 2, 1871 May 2, 1872	16 17	573 59	May 2, 1883	765	.....	765	773	773	

† Branch.

* Main line.

The following tables show the grants for roads not completed in time in cases where the granting acts contain similar provisions relative to conditions or the reversion of lands to the United States. These are classified under the following heads:

1. Where the grant provides that if any portion of the roads be not completed within the time fixed, no further sale shall be made and the lands unsold shall revert to the United States.

2. Where the grant provides that if the roads be not completed within the time fixed, no further patents shall be issued to the railroad company and no further sale shall be made, and the lands unsold shall revert to the United States.

3. Where the grant provides that if the road should not be completed in time the lands not patented should revert to the United States.

4. Where the grant provides that if the road should not be completed within ten years the lands not patented should revert to the State, and if the State should fail to complete the road within five years after the expiration of the ten years the land undisposed of should revert to the United States.

5. Where the grant provides that if the companies fail to file their assent to the act, or to complete their roads as provided therein, the act shall be null and void, and all lands not patented to the company or companies at the date of such failure shall revert to the United States.

6. Where the provision is that the company should complete a section of twenty or more miles within two years and the entire road within six years.

7. Where it is provided that if the companies make any breach of the conditions of the grant, Congress may do any and all acts necessary to secure the speedy completion of the roads.

Statement showing States to which grants have been made to aid in the construction of railroads which have not been completed within the time required by law, the grants to which provide that if any of the roads be not completed within the time therein fixed no further sales of the lands granted for such road, or roads, shall be made, and the lands unsold shall revert to the United States.

State to which grant was made.	Name of railroad.	Date of act making grant and acts supplemental thereto.	Statutes.	Page.
Mississippi	Gulf and Ship Island	Aug. 11, 1856	11	30
	Tuscaloosa to the Mobile Railroad	Aug. 11, 1856	11	30
	Mobile to New Orleans	Aug. 11, 1856	11	30
Alabama	do			
Louisiana	do			
Alabama	Selma, Rome and Dalton	June 3, 1856	11	17
	Coosa and Tennessee	June 3, 1856	11	17
	Coosa and Chattooga	June 3, 1856	11	17
	Elyton and Beard's Bluff	June 3, 1856	11	17
	Memphis and Charleston	June 3, 1856	11	17
	Mobile and Girard	June 3, 1856	11	17
	Savannah and Albany	Mar. 3, 1857	11	195
Florida	Atlantic, Gulf and West India Transit	May 17, 1856	11	15
	Pensacola and Georgia	May 17, 1856	11	15
	Florida, Atlantic and Gulf Central	May 17, 1856	11	15
Louisiana	Vicksburg, Shreveport and Texas	June 3, 1856	11	18
	New Orleans to the State line in the direction of Jackson, Miss.	June 3, 1856	11	18
Michigan	Ontonagon and Brulé River	June 3, 1856	11	21
	Port Huron and Lake Michigan	June 3, 1856	11	21
	Marquette, Houghton and Ontonagon	June 3, 1856	11	21
		Mar. 3, 1865	13	520
	Jackson, Lansing, and Saginaw	June 3, 1856	11	21
		July 3, 1866	14	78
	Northern Central Michigan	June 3, 1856	11	21
		July 3, 1866	14	78

Statement showing States to which grants have been made, &c.—Continued.

State to which grant was made.	Name of railroad.	Date of act making grant and acts supplemental thereto.	Statutes.	Page.
Wisconsin	West Wisconsin	June 3, 1856	11	20
		May 5, 1864	13	66
	North Wisconsin, now Chicago, Saint Paul, Minneapolis and Omaha.	June 3, 1856	11	20
		May 5, 1864	13	66
Minnesota	Brainerd Branch, Saint Paul and Pacific, now Western Railroad.	Mar. 3, 1857	11	195
		Mar. 3, 1865	13	526
	Saint Vincent Extension, Saint Paul and Pacific, now Saint Paul, Minneapolis and Manitoba.	Mar. 3, 1857	11	195
		Mar. 3, 1865	13	526

Statement showing States to which grants have been made to aid in the construction of railroads which have not been completed within the time required by law, the grants to which provide that if the roads be not completed within the time therein fixed no further patents shall be issued to the railroad company, and no further sale shall be made, and the lands unsold shall revert to the United States.

State to which grant was made.	Name of railroad.	Date of act making grant.	Statutes.	Page.
Wisconsin	Wisconsin Central	May 5, 1864	13	66
Minnesota	Lake Superior and Mississippi	May 5, 1864	13	64

Statement showing States to which grants have been made to aid in the construction of railroads which have not been completed within the time required by law, the grants to which provide that if the roads be not completed within the time therein fixed the lands not patented shall revert to the United States.

State to which grant was made.	Name of railroad.	Date of act making grant.	Statutes.	Page.
Minnesota	Southern Minnesota Railway Extension	July 4, 1866	14	87
	Hastings and Dakota	July 4, 1866	14	87
Missouri	Saint Louis, Iron Mountain and Southern...	July 4, 1866	14	83
Arkansas	Iron Mountain	July 4, 1866	14	83

Statement showing grant made to aid in the construction of a railroad, which has not been completed within the time required by law, wherein it is provided that if the road be not completed within ten years the lands not patented shall revert to the State for the purpose of securing the completion of the road, and should the State fail to complete the road within five years after the ten years aforesaid, then the lands undisposed of shall revert to the United States.

State to which grant was made.	Name of railroad.	Date of act making grant.	Statutes.	Page.
Iowa	Sioux City and Saint Paul	May 12, 1864	13	72

Statement showing corporations to which grants have been made to aid in the construction of railroads which have not been completed within the time required by law, the grants to which provide that if the companies fail to file their assent or complete their roads as provided therein the act shall be null and void, and all lands not conveyed by patent to the company or companies, as the case may be, at the date of such failure, shall revert to the United States.

Corporation to which grant was made.	Date of act making grant.	Statutes.	Page.
California and Oregon Railroad Company	July 25, 1866	14	239
Oregon and California Railroad Company	July 25, 1866	14	239

Statement showing corporations to which grant has been made to aid in the construction of a railroad, which has not been completed within the time required by law, wherein it is provided that the company shall complete a section of twenty or more miles of its road within two years and the entire road within six years from the same date.

Corporation to which grant was made.	Date of act making grant.	Statutes.	Page.
Oregon Central Railroad Company	May 4, 1870	16	94

Statement showing corporations to which grants have been made to aid in construction of railroads which have not been completed within the time required by law, the grants to which provide that if the companies make any breach of the conditions thereof Congress may do any and all acts necessary to secure the speedy completion of the roads.

Corporation to which grant was made.	Date of act making grant.	Statutes.	Page.
Northern Pacific Railroad Company	July 2, 1864	13	365
Atlantic and Pacific Railroad Company	July 27, 1866	14	292
Southern Pacific Railroad Company	July 27, 1866	14	292
Texas Pacific Railroad Company, now Texas and Pacific Railway Company	Mar. 3, 1871	16	573
New Orleans, Baton Rouge and Vicksburg Railroad Company, of which the New Orleans Pacific Railway Company claims to be the assignee	Mar. 3, 1871	16	573

The question of declaring a forfeiture of the foregoing grants or of any of them, is deemed an appropriate one for legislative consideration.

The time fixed in the granting acts for the completion of the roads expired in some instances in 1866, and in other cases at later periods down to 1882.

In the absence of Congressional action lands have been certified or patented accordingly as roads have been constructed whether within or out of the time prescribed. Your immediate predecessor suspended this practice prior to the meeting of Congress in December, 1880, but as no legislative action was taken you have held that under the decision of the Supreme Court of the United States you had no right to declare a forfeiture or to further suspend the issue of patents for lands along the constructed portions of roads even if the same had not been built within the prescribed time. The remaining lands are continued in the reservations established by law or under withdrawals made for the protection of the grants. Meanwhile settlers have entered upon some of these lands and are anxious to know whether they must look to the railroad companies or to the United States for their titles. The public

demand for a definite settlement of the question whether a forfeiture is to be enforced in any of these cases is constantly pressed upon my attention. I consider it of very great importance that the earliest possible action should be taken either to revive the grants or to declare them forfeited. If it be the judgment of Congress that the grants should be revived, Congress may unquestionably prescribe the conditions of such revival; and if such action should be taken I suggest that all actual settlers on the land be saved and secured in their rights and claims to land embraced in their settlements and improvements at the date of any such revival of the railroad grant.

MILITARY BOUNTY-LAND WARRANTS.

The area represented by military bounty-land warrants issued under the acts of 1847 to 1855, inclusive, located and not heretofore reported, was 48,680 acres, computed at \$1.25 per acre. Twenty-one thousand two hundred and twenty-three warrants are now outstanding, calling for 2,411,700 acres.

STATE SELECTIONS.

One hundred and seventy-eight thousand six hundred and twenty-four and sixty-one one-hundredths acres were approved to the several States entitled thereto under the internal-improvement, agricultural college, university, and school-indemnity grants.

TOWN SITES.

Seventeen town sites and 230 entries of town lots were approved for patent.

INDIAN LANDS AND MILITARY RESERVATIONS.

The proceedings of the Land Department in respect of lands embraced in sundry Indian and military reservations will be found in detail in this report.

ACCOUNTS.

Thirty-six hundred and seventy accounts were examined and audited, covering \$9,410,031.42.

The adjusted accounts embrace receipts amounting to \$6,247,721.21 and disbursements to the amount of \$3,162,310.21.

CERTIFICATES OF DEPOSIT ON ACCOUNT OF SURVEYS.

The amount covered by certificates of deposit on account of surveys examined and accepted in payment for public lands during the year was \$1,720,800.70.

The amount deposited for surveys under the individual deposit system was \$1,162,935.58

REPAYMENTS.

Five hundred and sixty-six repayment claims for lands erroneously sold were adjusted and approved, amounting to \$57,739.64.

STATE FUND ACCOUNTS.

The amount reported to the First Comptroller as accruing to the several States entitled by acts of admission into the Union to 5 per cent. of the net proceeds of sales of the public lands, was \$134,133.22.

SURVEYS.

The area of public surveys executed was as follows :

	Acres.
Surveys of public lands	54, 129, 400. 28
Surveys of Indian lands.....	512, 098. 53
Surveys of private land claims	642, 233. 98

Total number of acres surveyed during the fiscal year..... 55, 283, 732. 79

Two thousand six hundred and seventy township plats and field notes of surveys of public lands and private land claims were examined during the year, and three hundred and fifty-one surveying contracts entered into by surveyors general were examined and approved.

PUBLIC LAND STRIP.

The boundaries of the tract of unorganized territory south of the Kansas and Colorado State lines, and between the Indian Territory and New Mexico, have been established and exterior township lines surveyed. Subdivisional township surveys yet remain to be made.

Settlers are commencing to enter this territory, and means should be provided by which they may be enabled to secure titles under the public land laws and also to be protected in person and property by the laws of the land. The territory is not at present attached to any judicial district. In my last annual report I recommended that it be attached to the surveying district of New Mexico for the purpose of subdivisional township surveys and the disposal of the land. The land is, however, nearer the recently established Southwestern land district in the State of Kansas, and it would be more convenient for settlers to make their entries at Garden City, in that district, than at the Santa Fé land office in New Mexico. I recommend, therefore, the attachment of this public land strip to the Southwestern land district in Kansas, and, as there is no surveyor general in Kansas, I also recommend that authority be given the Secretary of the Interior to cause the subdivisional surveys to be made under the general appropriation for the surveying service.

ALLOTMENT LANDS FOR UTE INDIANS.

The surveys made previous to the last fiscal year of lands for allotment to the Southern Utes in Colorado and New Mexico, amounting to 326,675.56 acres, have been examined and approved. In the past year surveys have been returned of 148,255.65 acres.

Two hundred and eighty-seven thousand one hundred and forty-seven and seventy-six one-hundredth acres have been surveyed within the Uintah Reservation in Utah for allotment to the White River Ute Indians.

Some progress has been made in the field work of surveys in Utah for allotment to the Uncompahgre Utes, but no returns have been received.

INDIAN RESERVATIONS.

A contract has been entered into for the survey and subdivision of seventeen townships in the late Uncompahgre Reservation in Colorado.

The survey of the boundary between the Crow Reservation and Crow ceded lands in Montana, and surveys of Crow lands for allotment, have been contracted for. The survey of the boundary lines has not yet been executed. Some progress has been made in field surveys for allotment

The lands within the old Sioux Indian reservation west of Big Stone Lake in Dakota, have been resurveyed, and the western boundary line retraced, the original surveys having been reported fraudulent. The area shown by the original survey was 115,157.68 acres, and by the resurvey 137,648 acres, making an increase by the resurvey of 22,540.32 acres.

NORTHERN BOUNDARY OF WYOMING.

The survey of the northern boundary of Wyoming has been examined in the field by a surveyor detailed for that duty by the Superintendent of the United States Coast and Geodetic Survey, and the boundary line found correctly established.

MILITARY RESERVATIONS.

The Fort Larned reservation has been surveyed and subdivided as other public lands, and the necessary steps taken for the appraisement and sale of the land to actual settlers as provided by law.

A statement of military reservations created, enlarged, reduced, modified, or restored to the public domain during the year, will be found in the appropriate place in this report.

GENERAL SURVEYING OPERATIONS.

For the details of surveying operations in the several surveying districts, and much valuable information in respect to the public lands in said districts, reference is made to the accompanying reports of the sixteen surveyors-general.

DESTRUCTION OF MONUMENTS.

The frequent removal or destruction of corners marking the public surveys render it necessary for me to call attention to the absence of any statute bearing upon the matter in cases where the surveys have been completed.

The protection of these monuments is of great importance both to settlers and the Government, and I recommend the passage of an act by Congress making the willful removal or destruction of monuments or corners of public surveys an offense, and providing proper penalties therefor.

FALSE AND FRAUDULENT SURVEYS.

Under existing laws deputy surveyors are liable on their bonds for the execution of false or fraudulent surveys, and are also liable to the penalties of perjury for falsely taking and subscribing an oath that surveys have been faithfully and correctly made. These penalties are ineffective to prevent gross frauds in the surveying service. Recoveries upon bonds are rarely possible, and the difficulty in obtaining convictions for perjury in general cases is well known.

I am of the opinion that punishment by fine and imprisonment for making false and fraudulent returns of public surveys is a matter of necessity for the better protection of the public interests, and I recommend the passage of an act to that effect.

RESURVEYS.

It often becomes necessary to resurvey townships which have been erroneously surveyed, or where the corners marking the surveys have

become obliterated. The annual appropriations for the surveying service are not deemed applicable to such resurveys. Frequent applications are also made for the survey of beds of meandered lakes, sloughs, and ponds, and for the extension of surveys over tracts omitted from survey for some cause in the progress of the general survey of townships. It was formerly the practice to survey and dispose of tracts falling within the above-named classes and which were considered public land of the United States, but owing to the difficulty of determining questions of title, and doubt as to the authority for making surveys under current appropriations, such practice was discontinued by my immediate predecessor, and I have not felt authorized to renew it without legislative sanction.

There are many cases of this character in which, for the purpose of adjudicating the swamp grant to States, or other administrative purposes, it is the duty of this office to determine questions involved, and to this end an examination of the land, and its survey, becomes necessary.

I recommend that authority be given the Commissioner of the General Land Office for the resurvey of townships erroneously surveyed, or where corners have become obliterated, and for the examination and survey of the beds of meandered lakes, sloughs, and ponds, and for tracts omitted from previous surveys; such surveys or resurveys to be made under general appropriations or the individual deposit system.

MAPS AND PLATS.

Current work has included the revision and correction of the annual map of the United States (edition of 1882); the compilation of new maps of Florida and Arizona; revising and correcting maps of Alabama, Idaho, and Montana; the commencement of the compilation of new maps of Utah and Wyoming, and the revision of the map of Washington Territory; extending public surveys and railroad lines on State and Territorial maps; protracting and drawing diagrams of new surveys, and making numerous calculations for official purposes. Three hundred and seventy right-of-way railroad maps have been examined; 20 railroad land-grant maps constructed; 717 copies of railroad, private land claim, Government reservation, and district maps and township plats copied, and the tracings of 3,188 worn township plats examined preparatory to photolithographing them. Nearly 10,000 photolithographic copies of township plats have been furnished public officers, and a large number to private applicants. Indexes have been prepared to 150 volumes of field notes and plats of survey.

CORRESPONDENCE.

The number of letters received was 117,800, an increase of 26,238, or 30 per cent. over the year 1882. The number of letters written was 88,955, covering 66,384 page of letter record.

EXEMPLIFICATION OF RECORDS.

Section 461 of the Revised Statutes makes it the duty of the Commissioner to furnish all exemplifications of patents or papers on file or of record in this office that may be required by parties interested, at a price fixed by the statute, the fees so received to be paid into the Treasury. The amount received from that source the past year was \$8,118.05.

This class of work increases year by year, and now involves the aggregate time of several clerks, resulting in a corresponding loss to the ordinary business of the office.

In order that this special service for the accommodation of private parties who pay the expenses of it may not be an interference with the general service, nor a tax upon the general appropriation, I respectfully recommend that provision be made by law by which the money received at this office for certified copies of plats and records shall be deemed specially appropriated for defraying the expenses of preparing such copies, the same to be disbursed by the Treasury Department in the usual manner.

PUBLIC LAND STATISTICS.

This office is constantly called upon for information from the records for the use of committees and members of Congress and other branches of the Government; State and county officials; scientific, historical, and politico-economic societies, American and foreign; immigration and agricultural associations; statistical compilers and others. The information so sought cannot usually be furnished without the expenditure of much time and labor in the examination of miscellaneous and voluminous records, and it is frequently impracticable for that reason to furnish it at all. Accuracy is hardly attainable in the preparation of statements that may be made in the unmethodical and often hasty manner indicated.

It is a matter of current official necessity, public convenience, and historical consequence, that essential public land statistics should be brought into accessible condition. To collate and arrange this data in convenient form for ready reference would probably require the work of six clerks for three years. But when done it would be done for all time, and a great saving of labor now annually required in making up statements and reports would be effected.

The compilation of data for my annual report has taken the constant labor of four clerks for three months. A call the past year for information in regard to sales of about 10,000,000 acres of Choctaw lands for use in a suit in the Court of Claims required the labor of six clerks six months to collate the facts. With a proper digest of record results the greater portion of such labor would be saved. It has never been possible, with the great need of all clerical force in current work, to even commence a systematic compendium of public land statistics.

INDEX OF LAND PATENTS.

An early provision of the Statutes (section 459 Revised Statutes) makes it the duty of the recorder to prepare alphabetical indexes of the names of patentees of public lands. This work has never been done, and a special appropriation is now necessary to carry out that provision of law.

Such indexes are needed for constant reference, and the want of them involves greater labor in searching the records upon calls for information than would be required to annually continue them when once brought up to current dates.

FIRE EXTINGUISHERS.

The recent destruction by fire of the land office and surveyor-general's office at Olympia, Wash., should invite the attention of Congress to the

necessity of making some provision against such calamity in the future. Fire-extinguishers are provided for several of the public offices and buildings in this city, including the Capitol building, and are used at army posts, barracks, navy-yards, and hospitals, at signal-service stations, Indian agencies, and other places.

A majority of land offices are located in towns in which there is no fire department. The offices are therefore exposed, and destruction by fire is not an unusual occurrence, resulting in considerable loss to the Government and expense in replacing records, and in great disadvantage to settlers and land claimants.

The use of fire extinguishers having been found expedient by other departments of the Government, and in private buildings and places of public resort, I recommend an appropriation for the purchase of a suitable number for the several local land offices and offices of surveyors general.

PROTECTION OF THE PUBLIC LANDS.

Special agents have been appointed under the act of March 3, 1883, to investigate cases of illegal and fraudulent entry and appropriation of the public lands.

The time required for organizing the special service, and the brief period elapsing between the date of the act and the close of the fiscal year, afford little opportunity for exhibiting results. There were, however, 1,237 cases of fraudulent entry reported, 702 of which were completely examined. Two hundred and ninety-six entries were canceled or held for cancellation, and twenty-six suits were recommended to set aside patents fraudulently procured. The entries which have been the subject of investigation were pre-emption, homestead, timber-culture, timber land, desert land, and placer, mineral entries, and entries under the New Mexico donation act.

Since the close of the fiscal year much further progress has been made in this work, the field of which is extensive and the necessity for it paramount.

Provision was made by the last Congress fixing the sum of \$3 per day as an allowance for the traveling expenses of special timber agents in lieu of the indefinite allowance of actual expenses. This change has worked advantageously and to economy in expenditures, and I recommend that the same provision be applied to all special agents in the public land service.

RELINQUISHMENTS OF LAND ENTRIES.

The first section of the act of May 14, 1880 (21 Stat., 140), provides that when a relinquishment of any pre-emption, homestead, or timber-culture claim is filed in the local land office the land covered by such claim shall immediately become subject to entry by any other person, without awaiting the formal cancellation by this office of the relinquished entry.

The effect of this statute is to invite speculative entries for the purpose of selling relinquishments. The practical result is that when a new township is surveyed large portions of the land are at once covered with filings and entries, relinquishments of which are then offered for sale like stocks in the market. To such an extent is this proceeding carried that it is becoming difficult for an actual settler to obtain access to a quarter section of public land in desirable agricultural localities without buying off a pretended claim that has no foundation other than

the facility added by this statute for making and relinquishing it. The section facilitates this practice, and should be repealed.

TIMBER TRESPASS.



Special agents were employed during the year for the protection of the public timber. The number of trespass cases investigated and fully reported was 987. Three hundred and thirty-one criminal actions and two hundred and eight civil suits were commenced. Propositions of settlement were received and acted upon in 154 cases. Five hundred and sixty cases are now pending in the courts, and 294 cases are awaiting further investigation and action of this office.

The amount of timber involved in trespass cases investigated was upwards of 300,000,000 feet, at an estimated market value of over \$8,000,000 and a stumpage value of nearly \$2,000,000.

The amount recovered or paid into the Treasury in cases in which final action has been had was \$33,260.59. The amount involved in pending suits is \$208,929.28, and the amount due on accepted propositions of settlement \$12,736.27.

I found it necessary to cause an investigation to be made of alleged extensive depredations near the Canadian frontier in the State of Minnesota, and anticipate as a result the discontinuance of trespasses from the Canada side.

Agents cannot be sent to such distant points, far from settlements and lines of public travel, without camping outfits and the necessary assistance for making surveys and measurements, all of which involve greater expense than can be continuously maintained under existing appropriations.

FOREST FIRES.

Several reports have been received relative to the destruction of large bodies of timber by cyclones and forest fires. Negotiations are in progress to dispose of fallen and of scorched standing timber in these cases.

Public notices, calling for information of fires and pointing out methods for preventing their spread, have been furnished special agents for posting in timber districts, and these measures and the duties performed by agents in case of fires have been the means of saving much timber during the past year. Ten extensive fires have recently occurred, in seven of which the agents have performed valuable service in checking and extinguishing the same, although greatly retarded in such work on account of the necessary limit placed upon their expenditures.

The appropriation for the timber service should permit the employment of persons under the direction of the special agents to watch against and give prompt notice of fires, and take efficient measures at the first outbreak of a fire to check its progress.

FIRES IN COAL FIELDS.

The continuous burning for a number of years of extensive coal fields in the Black Hills district, in Dakota, having been brought to my attention, I caused an investigation to be made, the reports of which have been received in two cases. These fires are in veins of coal 21 and 24 feet thick, and have been raging from three and a half to five years. At times the earth over the fire slides down and covers the face of the fire, causing it to smoulder. Pent-up gas is thus generated and ex-

plodes. This, with the settling of the earth from above, forms openings, acting in effect like chimneys, and causes the coal below to burn as in a furnace. These fields abound in lignite coal, the veins extending many miles, underlying lands valuable for agricultural purposes, and forming an important source of wealth. Iron ore of superior grade is also found in abundance in the immediate neighborhood of the coal. The agent is of opinion that excavations around the coal fields forming a cut off would serve to extinguish the fires, and he furnishes an estimate of the probable expense in the two cases examined. I am of the opinion that prompt and vigorous measures should be adopted to arrest further loss and destruction. This can be accomplished only by a special appropriation for the purpose.

FENCING THE PUBLIC LANDS.

The practice of inclosing public lands by private persons and companies for exclusive use as stock ranges is extensively continued in States and Territories west of the Mississippi River. These ranges sometimes cover several hundred thousand acres. Special agents report that they have ridden many miles through single inclosures, and that the same often contain much fine farming land.

Summer and winter ranges in different sections of country are frequently controlled in the same manner by the same persons, who cause their cattle to be driven from one to the other, according to the season, keeping the whole of the land under fence and preventing the stock of smaller ranchmen from feeding upon any portion of it.

Foreign as well as American capital is understood to be largely invested in stock-raising enterprises involving unlawful appropriation of the public lands. Legal settlements by citizens of the country are arbitrarily prohibited, public travel is interrupted, and complaints have been made of the detention of the mails through the existence of these inclosures. Reports have been received of the use of violence to intimidate settlers or expel them from the inclosed lands.

A frequent incident to this control of large bodies of land is the acquirement of title by stock owners to the valleys, water-courses, and other especially valuable lands within the inclosures by means of fraudulent or fictitious entries caused to be made under the pre-emption, homestead, and desert-land laws. Investigations of such entries are in progress in several districts.

In April last a circular was issued by your direction giving notice as follows:

The fencing of large bodies of public land beyond that allowed by law is illegal, and against the right of others who desire to settle or graze their cattle on the inclosed tracts.

Graziers will not be allowed, on any pretext whatever, to fence the public lands and thus practically withdraw them from the operation of the settlement laws.

This Department will interpose no objection to the destruction of these fences by persons who desire to make *bona fide* settlement on the inclosed tracts, but are prevented by the fences, or by threats or violence, from doing so.

The Government will take proper proceedings against persons unlawfully inclosing tracts of public land whenever, after this notice, it shall appear that by such inclosures they prevent settlements on such lands by others who are entitled to make settlement under the public land laws of the United States.

This notice has been widely distributed in grazing districts by special agents and officers of this Department, and a number of cases of fencing trespass examined and reported upon by the special agents have been submitted to you for transmittal to the Department of Justice for appropriate action.

A recent decision by the district court of Wyoming Territory affirming the right of the Government to cause the removal of fences from the public lands by proper judicial proceeding, has strengthened the executive department in its efforts to abate the evils complained of. Proceedings in equity, however, involve much time and delay, and I regard it expedient that some remedy at law should also be provided.

I renew the recommendation that an act be passed imposing penalties for the unlawful inclosures of public lands, and preventing by force and intimidation legal settlement and entry.

LAND OFFICE BUILDING.

The necessity for increased accommodations for the Land Office has heretofore been represented to Congress. This necessity is observable to all persons having business with this office, and the importance of providing for it was earnestly urged at the last session of Congress by a special committee of the Senate. The present accommodations are materially less than in previous years, the increase in business not only not being provided for, but former facilities having been impaired and limited by the demands of the Patent Office, which needs all room still occupied by this office.

An important division of this office, in which some twenty clerks are employed and more are required, is now, with a large mass of valuable and important papers and records, quartered in rented rooms at great inconvenience and risk.

The time has arrived when the public interests require the erection of a building for the use of the Land Office and its voluminous records. The records embrace the foundation of title to all the public lands of the United States passed to States, corporations, and individuals by grant, donation, sale, or other disposal. These records are invaluable. To a great extent they could not be duplicated in event of loss or destruction by fire or otherwise. It is of the utmost importance that they be permanently deposited in a perfectly fire-proof building. I earnestly recommend that immediate provision be made for the construction of such building.

INCREASE OF CLERICAL FORCE.

The General Land Office has been deficient in clerical organization from the beginning. There has at no time been a sufficient number of employés to dispose of current work. The increase provided for from time to time has never been proportionate to the increase of business. The volume of work in arrears at the close of each fiscal year has steadily and rapidly grown larger. At the same time, the amount of work accomplished has been greater in proportion than the increase in clerical force. This has resulted from improved system and continued efforts to promote efficiency. But in late years the increase in the amount of work thrown upon the office has been almost overwhelming. The increase in working force and appropriations has been doled out in pittance, and seemingly more to accommodate the Department than to meet the demands of the service. It is no personal advantage to yourself or the Commissioner that work should be disposed of, but it is of public consequence that this official work should be performed.

It is a matter of deep complaint, and is felt to be a public shame, that men upon the frontier, who are developing the country by their enterprise and labor, should suffer delay, and have their rights imperiled

through a false or simulated economy in the necessary disbursements for the conduct of public business.

In 1876 the amount of land disposed of under the public land system was 6,000,000 acres. In 1883 the disposals were 19,000,000 acres, an increase of 200 per cent. The actual amount of new business brought into this office during the last year embraced 226,088 entries, covering 19,430,032.80 acres (exclusive of filings and of areas previously reported), with receipts exclusive of fees for certified copies amounting to \$11,705,765.65, against 161,396 entries, 14,309,166.40 acres, and \$8,387,927.29 the previous year, being an average increase over 1882 of 39 per cent., and an increase over the year 1881 of 82 per cent.

The increase in clerical force allowed by the last annual appropriation was only 10 per cent., one-half of which was absorbed in the entirely new work of protecting the public lands provided for by recent legislation.

A large volume of work is annually thrown upon the office for which no provision is made in the usual estimates for clerical force. This consists in the preparation of official reports and answers to Congressional and other inquiries. Much of the time of a large number of clerks is occupied during the sessions of Congress, and frequently at other periods, in this manner.

There are now pending before this office 600,000 claims on record in some stage of inception or progress under general laws, exclusive of railroad grants, swamp and mineral lands, and private land claims. The pending agricultural claims alone involve an adjudication of title to 90,000,000 acres. If but one-half of these claims should be perfected into title it would take the present force employed upon this work three years to complete the adjustments, leaving the whole volume of business that might come up within that period unprovided for.

I have asked for one hundred additional clerks for the service of the next fiscal year. This estimate was made before the completed returns and accounts had disclosed the extent of the increase in business during the year, and without fully considering the inadequacy of such estimate. It is my most conservative opinion that two hundred additional clerks of the higher grades are immediately needed, and could be employed with economy to the Government for a number of years to come. Provision for a grade of examiners of land titles, corresponding to the grade of principal examiners in the Pension Office, would be extremely desirable.

SALARIES.

It cannot be suggested that the General Land Office is less important to the public interests than other bureaus of the Executive Departments, nor that the duties devolving upon the Commissioner are less comprehensive or arduous than those pertaining to any other office of similar grade. And yet the salary attached to this office is smaller than that allowed in several other positions involving a no greater magnitude of interest nor more exacting duties. The character and responsibilities of this office appear to me to justify the moderate recommendation that the salary of the Commissioner be fixed at \$5,000.

ASSISTANT COMMISSIONER.

I renew the recommendation that an Assistant Commissioner be provided for. More than half the time of the Commissioner is taken up with official interviews upon the great variety of topics incident to the

administration of the office. Two or three hours daily are consumed in the mechanical work of affixing his signature to letters and documents, numbering about 500 daily, leaving him little or no time for the consideration of important matters to which his personal attention is supposed to be given. An assistant who should be authorized to sign such letters and papers, and perform such other service as the Commissioner might direct, would relieve the latter of much routine work, and enable him to better attend to the higher duties of his office.

CHIEF CLERK, LAW CLERK, ETC.

My estimates include a recommendation for a moderate increase in the salaries of the principal officers and clerks subordinate to the Commissioner. A greater increase than I have recommended would be expedient in the interests of good administration, and but a just reward for competent and faithful service.

The compensation provided for clerks and employes of the lower grades is reasonable; but the duties which clerks of higher grades are required to perform call for a degree of intelligence and ability that cannot be retained in the service, when secured, at the inadequate compensation provided. The Government needs the best service it can obtain, and is able to pay for it, but the Land Office is often unable to retain valuable clerks. The salaries paid in the Land Office are less than in other Bureaus and Departments not requiring as great capacity or ability. A transfer has recently been made from an \$1,800 position in this office, requiring professional skill of a high order, to a similar but not more onerous position in another Department where the pay allowed is \$2,500. A skilled assistant, whose services were needed, but who could here be paid but \$1,600, received \$2,000 by a similar transfer.

The chief clerk of this Bureau performs services of a character that should be paid by an increase of salary to \$2,500. He must be competent to act as Commissioner, and his duties involve great tact and discretion as well as constant and arduous labor.

The law officer must be competent to submit opinions to the Commissioner upon the most complex questions arising in the administration of the land laws. He is constantly called upon to perform services requiring a high order of legal ability, and that familiarity with land law and practice which only careful training and long experience can give. I have asked an increase to \$2,500 for the law clerk, and to \$2,250 for an assistant, whose duties are similar.

I have also asked an increase to \$2,000 for two examiners of office decisions, who are now taken from fourth-class clerks, and whose duties are of exceptional character and responsibility.

The early organization of the General Land Office included three principal clerks to be appointed by the President. There were then but three principal divisions. Now there are ten, exclusive of the recorder, chief clerk, and law clerk. There is no reason why a distinction should exist in the method of appointment or official designation of any of the ten clerks who are chiefs of the ten divisions. I renew my recommendation that the distinction adverted to be abrogated.

I have recommended an increase in the salaries of chiefs of divisions to \$2,000. They supervise all the work done in their respective divisions as well as the standing and conduct of the clerks, and the amount asked is less than that allowed in other branches of the service for no higher or more responsible duties.

The foregoing recommendations for increase of official compensation

are believed to be moderate and within the legitimate requirements of a proper administration of the public land system.

A proper protection of the public lands and provision for a speedy adjustment of the claims of settlers appear to me to be among the most important matters that can engage the attention of Congress at the approaching session, and I respectfully submit the several suggestions and recommendations herein made for due consideration.

Very respectfully,

N. C. McFARLAND,
Commissioner.

Hon. H. M. TELLER,
Secretary of the Interior.

DETAILED STATEMENT

OF THE

**BUSINESS OF THE GENERAL LAND OFFICE BY DIVISIONS
AND IN SURVEYING DISTRICTS**

FOR THE

FISCAL YEAR ENDING JUNE 30, 1883.

DETAILED STATEMENT.

A detailed statement of the work performed in the General Land Office and surveying districts during the year is given under the following heads :

1. B. Recorder's division.
2. C. Public lands division.
3. D. Private land claims division.
4. E. Surveying division.
5. F. Railroad division.
6. G. Pre-emption division.
7. K. Swamp land division.
8. L. Draughting division.
9. M. Accounts division.
10. N. Mineral division.
11. P. Special service division.
12. Report of surveyor general of Arizona.
13. Report of surveyor general of California.
14. Report of surveyor general of Colorado.
15. Report of surveyor general of Dakota.
16. Report of surveyor general of Florida.
17. Report of surveyor general of Idaho.
18. Report of surveyor general of Louisiana.
19. Report of surveyor general of Minnesota.
20. Report of surveyor general of Montana.
21. Report of surveyor general of Nebraska and Iowa.
22. Report of surveyor general of Nevada.
23. Report of surveyor general of New Mexico.
24. Report of surveyor general of Oregon.
25. Report of surveyor general of Utah.
26. Report of surveyor general of Washington.
27. Report of surveyor general of Wyoming.

B.—RECORDER'S DIVISION.

Work performed in Division B of the General Land Office during the fiscal year ending June 30, 1883.

Number of letters received.....	14, 447
Number of letters written.....	12, 940
Number of pages of record covered by letters written.....	8, 120
Circulars sent out.....	788
Copies furnished from patent records.....	4, 125
Land warrant assignments approved.....	252
Number of pieces of Virginia military scrip issued calling for 421½ acres.....	7

Agricultural patents issued.

Cash entries.....	24, 253
Locations with military bounty land warrants.....	683
Agricultural college scrip locations.....	22
Homestead entries.....	24, 313
Supreme Court scrip locations.....	328
Surveyor generals' scrip locations.....	201
Valentine scrip locations.....	26
Porterfield scrip locations.....	2
Coles scrip locations.....	3
Chippewa half-breed.....	5
Red Lake and Pembina half-breed.....	9
Sioux half-breed.....	12
Timber culture.....	285
Total.....	50, 142

Number of patents transmitted.....	50, 482
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The following is a statement of the number of acres represented by the warrants located in the several land States and Territories for the year ending June 30, 1883, or not heretofore reported, which warrants were issued under acts of 1847, 1850, 1852, and 1855:

Alabama.....	200
Arkansas.....	520
Arizona.....	160
California.....	2, 000
Colorado.....	640
Dakota.....	9, 440
Florida.....	1, 120
Kansas.....	680
Louisiana.....	560
Michigan.....	30, 440
Minnesota.....	400
Missouri.....	400
Montana.....	160
Nebraska.....	640
New Mexico.....	80
Oregon.....	480
Washington.....	280
Wisconsin.....	400
Wyoming.....	80
Total.....	*48, 680

*This aggregate is computed at the rate of \$1.25 per acre; it does not show the exact area of the lands located with the warrants.

SUMMARY.

Act of 1847	3,240
Act of 1850	5,280
Act of 1852	360
Act of 1855	39,800
Total number of acres	48,680

The work performed under the several acts of Congress relating to this class of bounty land grants from the commencement of operations to the close of the fiscal year will be found set forth in detail in a tabulated statement accompanying this report, which shows the total number of warrants issued under each act, the amount of land embraced thereby, the whole number returned as located, and the number unlocated and still outstanding, with the amount of land required to satisfy the same. The statement referred to shows that the total number of military bounty land warrants of all denominations issued under all of said acts up to the close of the fiscal year ending June 30, 1883, is 551,426, embracing 61,064,150 acres. Of said number, 530,203, covering 58,652,450 acres, have been returned as located, leaving still outstanding and unsatisfied 21,223, calling for 2,411,700 acres. During the past fiscal year 787 old suspended warrant locations were relieved and passed for patenting, or disposed of by the cancellation of the same.

STATEMENT SHOWING THE OPERATIONS OF THIS DIVISION IN RELATION TO REVOLUTIONARY BOUNTY LAND AND AGRICULTURAL COLLEGE SCRIP, WAR OF 1812 WARRANTS ISSUED UNDER ACT OF CONGRESS OF JULY 27, 1842, PORTERFIELD WARRANTS UNDER SPECIAL ACT OF APRIL 11, 1860, AND MATTERS AFFECTING LANDS IN THE VIRGINIA MILITARY DISTRICT, OHIO, FOR THE YEAR ENDING JUNE 30, 1883.

Revolutionary bounty land scrip, act of August 31, 1852, and declaratory act of June 22, 1860, founded on Virginia land warrants.

At the date of the last annual report, 309 applications for scrip founded on this class of warrants were pending, the aggregate amount of land called for thereby being 96,672 acres. Six claims calling for 7,166 $\frac{3}{4}$ acres have since been filed and two for 421 $\frac{1}{4}$ acres satisfied, leaving 313 claims, representing 103,417 $\frac{5}{8}$ acres, still outstanding and unsatisfied.

One of the subsisting claims, representing 5,833 $\frac{1}{4}$ acres, has been rejected, but an appeal to the honorable Secretary of the Interior is now pending therein.

The opinion of this office, heretofore expressed in several of its annual reports, that a large majority of this class of claims could not be legally satisfied as to the "present proprietorship" thereof, has been confirmed by the experience of the last few years. Only a small per centum thereof has been satisfied, and this ratio must decrease through lapse of time and the consequent increasing difficulty in the establishment of proper title thereto.

Thirteen certificates, the cash value of which is \$1,184.90, have been received in payment for public lands.

Every perfected case has been satisfied.

Porterfield warrants, special act approved April 11, 1860.

Two warrants of this class, for 40 acres each, have been carried into patent. Of the one hundred and fifty-three warrants, for 6,133 acres,

issued in the case April 28, 1860, there are forty-five still outstanding and unsatisfied, the amount of which is 1,800 acres.

War of 1812 warrants, act of July 27, 1842.

One hundred and sixteen warrants issued under said act, calling for 18,480 acres, have not been returned as located. Two locations, for 160 acres each, were patented during the year.

Agricultural college scrip, act of July 2, 1862.

During the fiscal year six certificates of this class of Government obligations, for 960 acres, were located, and seven thereof, for 1,120 acres, were relocated.

Fifty-eight patents, for 9,280 acres, founded on locations of said scrip, were issued.

Virginia military district, Ohio.

Only two surveys of land in said district have been returned as made in accordance with the provisions of the act of Congress of May 27, 1880 (21 Stat., 142, 143), which is the only existing law authorizing the issue of patents for lands in the district, and then only under certain prescribed conditions.

No patents for land in said district have been issued, the cases above mentioned not yet having been fully adjudicated.

On the 31st of January, 1883, a decision was made by the Department in the case of Aquilla Norvell, on appeal from the ruling therein by this office of date May 9, 1882, as to the force and effect of the said act of May 27, 1880.

As the decision affects many pending claims for patents to lands in said district, and as a matter of general information, a syllabus of the same is given, as follows:

When a statute requires the performance of conditions precedent to the issue of patent, none can issue until such conditions have been complied with.

By the act of March 23, 1804, Congress placed certain limitations upon preceding acts making provisions for the obtaining of titles to lands in the Virginia military district in Ohio.

Subsequent acts extending these limitations did not repeal the third section of the act of 1804, which provided for the release from reservation and the disposal by the United States of such of the reserved territory as had not been located, and the surveys whereof had not been returned, but simply held it in abeyance until the expiration of the extended time of limitation, when it became fully operative.

After the expiration of limitation (January 1, 1852) named in the act of February 20, 1850, lands not effectually appropriated by the issue of patent, or by location and proper return of survey, became, by authority of section 3 of the act of 1804, subject to disposal by the United States.

The act of December 9, 1854, had sole reference to such surveys as might be made subsequently to its passage, and within two years thereafter. The act of March 3, 1855, further extended for two years from and after its passage the limitations named in the act of 1854.

By the term "land office," as used in section 2 of the act of May 27, 1880, is meant the General Land Office.

Section 3 of the act of 1880 provides for the issue of patents only on surveys made and returned after its passage, on entries made prior to January 1, 1852.

There is no authority of law for the granting of patent on surveys made prior to the passage of the act of 1880.

Condition of bounty land business under acts of 1847, 1850, 1852, and 1855, showing the issues and locations from the commencement of operations under said acts to June 30, 1883.

Grade of warrants.	Number issued.	Acres embraced thereby.	Number located.	Acres embraced thereby.	Number outstanding.	Acres embraced thereby.
Act of 1847:						
160 acres.....	80, 669	12, 907, 040	79, 033	12, 645, 280	1, 636	261, 760
40 acres.....	7, 583	303, 320	7, 078	282, 920	510	20, 400
Total	88, 252	13, 210, 360	86, 106	12, 928, 200	2, 146	282, 160
Act of 1850:						
160 acres.....	27, 439	4, 390, 240	26, 825	4, 292, 000	614	98, 240
80 acres.....	57, 712	4, 616, 960	56, 272	4, 501, 760	1, 440	115, 200
40 acres.....	103, 970	4, 158, 800	100, 654	4, 026, 160	3, 316	132, 640
Total	189, 121	13, 166, 000	183, 751	12, 819, 920	5, 370	346, 080
Act of 1852:						
160 acres.....	1, 222	135, 520	1, 194	191, 040	28	4, 480
80 acres.....	1, 696	135, 840	1, 662	132, 960	36	2, 880
40 acres.....	9, 066	362, 640	8, 878	355, 120	188	7, 520
Total	11, 986	694, 000	11, 734	679, 120	252	14, 880
Act of 1855:						
160 acres.....	114, 720	18, 355, 200	109, 220	17, 475, 200	5, 500	880, 000
120 acres.....	96, 996	11, 639, 520	90, 590	10, 870, 800	6, 406	768, 720
100 acres.....	6	600	5	500	1	100
80 acres.....	49, 441	3, 955, 280	48, 018	3, 841, 440	1, 423	113, 840
60 acres.....	359	21, 540	310	18, 600	49	2, 940
40 acres.....	540	21, 600	466	18, 640	74	2, 960
10 acres.....	5	50	3	30	2	20
Total	262, 067	33, 993, 790	248, 612	32, 225, 210	13, 455	1, 768, 580

SUMMARY.

Act of 1847	88, 252	13, 210, 360	86, 106	12, 928, 200	2, 146	282, 160
Act of 1850	189, 121	13, 166, 000	183, 751	12, 819, 920	5, 370	346, 080
Act of 1852	11, 986	694, 000	11, 734	679, 120	252	14, 880
Act of 1855	262, 067	33, 993, 790	248, 612	32, 225, 210	13, 455	1, 768, 580
Total	551, 426	61, 064, 150	530, 203	*58, 652, 450	21, 223	2, 411, 700

*While this aggregate does not show the exact area located, it exhibits the extent to which the warrants have been satisfied at \$1.25 per acre.

C.—PUBLIC LANDS DIVISION.

It is the duty of the clerks in this division to post all entries, filings, selections, locations, &c., in the proper tract books; to examine the greater portion of the same with regard to the regularity and correctness of the papers returned, and sufficiency of the proof in cases where proof is required; to see that errors are corrected, preparing necessary correspondence for that purpose; to approve for patent such cases as are found perfected, and suspend or hold for cancellation those found irregular or illegal; to examine and pass upon contested cases, submit appeals to the appellate authority, communicate the result to the proper district land office and the parties in interest, and to give the necessary instructions.

In addition, it devolves upon the division to prepare lists and proclamations for public sales or for restoring lands to market which were withdrawn for any purpose; to prepare the necessary instructions for disposing of abandoned military reservations under special acts of Congress, and for giving effect to such acts in favor of private parties having rights to be adjusted in connection with public lands.

The number of letters referred to this division during the fiscal year ending June 30, 1883, was 37,238, and during the same period 26,631 letters were written and recorded, covering 20,448 pages of record. The number of entries, filings, locations, &c., posted on the tract-books was 251,685, and 53,847 cases were approved for patenting. During the same period 4,274 contested cases were considered and acted upon, 1,727 cases were confirmed by the Board of Adjudication under the provisions of sections 2450 to 2457, Revised Statutes as amended by act of Congress of February 27, 1877, and 1,090 claims for additional homestead entries under provisions of section 2306 of the Revised Statutes were received, 569 were approved, and 156 rejected.

PUBLIC SALES.

Since my last annual report about 270,000 acres of land have been sold at public sale.

In Florida.—Sixteen thousand acres were offered at Gainesville under the provisions of section 2455 Revised Statutes on December 21, 1882. Of this quantity 360 acres were sold, at prices ranging from \$1.25 to \$12 per acre.

In Minnesota.—In accordance with Executive proclamations dated August 1 and September 19, 1882 (Nos. 877 and 878), about 3,000,000 acres in Duluth and Saint Cloud land districts, chiefly valuable for pine timber, were offered for sale. Of this quantity about 2,000,000 acres were offered at Duluth December 4 to 16, 1882, of which 151,667.64 acres were sold for \$301,640.62; about 1,000,000 acres were offered at Saint Cloud January 15 to 24, 1883, and 116,875.41 acres were sold for \$199,566.31. The total amount of land disposed of at both sales was 268,543.05 acres, yielding \$501,206.93, an average of a little more than \$1.90 per acre.

By proclamation dated May 3, 1883 (No. 887), the offering of 98 townships, aggregating about 1,500,000 acres, in the Saint Cloud district, was authorized. August 20, 1883, was the day appointed for the sale to commence.

DETROIT ARSENAL GROUNDS.

Of the 153 lots embraced in the Detroit Arsenal grounds, 35 had been sold prior to 1880, leaving undisposed of 118 lots, appraised, with improvements, at \$48,980. Nineteen lots have since been sold at the appraised price, leaving 99 lots yet to be sold, which are appraised with improvements at \$41,355. The total amount received for the 54 lots sold is \$20,602.

DESERT LANDS.

The number of entries made under the desert-land act of March 3, 1877, during the fiscal year ending June 30, 1883, is 1,254, embracing an area of 436,633.69 acres, which is an increase of 271,677.75 acres as compared with such entries made during the previous fiscal year.

The entries were made in the different States and Territories as follows: California, 69 entries, embracing 23,511.10 acres; Idaho, 199 entries, 58,562.11 acres; Montana, 213 entries, 71,315.47 acres; Nevada, 2 entries, 120 acres; New Mexico, 129 entries, 33,781.67 acres; Oregon, 52 entries, 13,673.50 acres; Utah, 137 entries, 34,313.27 acres; Washington, 58 entries, 25,616.29 acres; Wyoming, 324 entries, 139,155.50 acres; Arizona, 71 entries, 36,584.78 acres.

FORT HARKER MILITARY RESERVATION, KANSAS.

During the last fiscal year five declaratory statements have been filed and six entries made within this reservation, covering 950.74 acres, and amounting to \$3,217.97, making in all, thus far, 46 filings, 12 entries covering 1,910.74 acres, and \$10,515.47 received, including the sale of buildings and improvements.

FORT DODGE MILITARY RESERVATION, KANSAS.

During the fiscal year eleven homestead entries, embracing 1,775.88 acres, were made for lands in the reservation outside of that portion of the Osage lands which fall within the boundary of the reservation. Eighteen homestead entries within the reservation, covering 2,737.80 acres, have been made, including an entry for land within the Osage lands. These entries were made under the act of December 15, 1880 (21 Stat., 311). No entries of the Osage lands alluded to are being allowed, the Department having by instructions dated April 13, 1882, directed a suspension of operations under said act so far as the same are concerned.

FORT LARNED MILITARY RESERVATION, KANSAS.

This reservation has been formally turned over to the Department of the Interior by the Secretary of War, in pursuance of the act of August 4, 1882 (22 Stat., 217), and surveyed, and found to contain 10,173.05 acres. Commissioners have been appointed, who were instructed, under date of July 3, 1883, to appraise the same and make due report of their proceedings, upon receipt of which and your approval thereof proper steps will be taken for the disposal of the lands as provided in the act.

MIAMI INDIAN LANDS, KANSAS.

Provision was made by the act of May 15, 1882 (22 Stat., 63), and the act amendatory thereof approved June 27, 1882 (22 Stat., 116), for the disposal of the Miami Indian lands, not sold under previous statutes. Under date of June 29, 1882, this office issued instructions to the district officers at Topeka in regard to applications for the lands by settlers contemplated by the act which were approved by the Department on June 30, 1882. Entries were made by 55 settlers within the time allowed, covering an area of 4,976.34 acres, the purchase-money paid thereon during the fiscal year amounting to \$13,539.39.

September 21, 1883, was the day fixed for offering for sale the lands remaining unsold to the settlers, as provided in the act. Instructions in regard to the sale were communicated to the district officers by letter of June 21, 1883, approved by the Department June 25, 1883.

KICKAPOO INDIAN LANDS, KANSAS.

The commissioners appointed to appraise these lands (1,134.66 acres) under the act of July 28, 1882, have submitted their report, with a schedule of the appraisals as made by them on the 20th, 21st, and 22d days of June, 1883, the appraisals varying from \$6 to \$18 per acre, amounting to the sum of \$14,342.79, or an average of \$12.64 per acre.

Requests have been made in behalf of the settlers that the public sale contemplated by the act be postponed until late in the fall of this year, and that purchasers be allowed to make payment by installments.

The act provides that these lands shall be appraised and sold to the highest bidder, &c., *for cash*, but in view of the fact that in most instances the amount of purchase-money will be considerable, and as nearly all other classes of Indian lands in Kansas are being disposed of on the installment plan of payment, and the said act contains no provision for disposal at private entry or otherwise of tracts not sold at the public offering, I have suggested to the Department that the matter of selling the lands be held in abeyance, and recommended that a suitable bill be drafted to embrace the provisions suggested and submitted to Congress at its coming session.

SAC AND FOX INDIAN LANDS, KANSAS.

Under instructions from this office to the district offices at Topeka of April 14 and June 9, 1883, approved by the honorable Secretary of the Interior, the agency buildings, situated on the south half of the northwest quarter of the southeast quarter of section 16, township 17 south, of range 17 east, which were formerly appraised at \$1,627, under the treaty of February 18, 1867, proclaimed October 14, 1868, with the Sacs and Foxes of the Mississippi (15 Stat., 495), were reappraised and sold for \$765.50.

ABSENTEE SHAWNEE INDIAN LANDS, KANSAS.

All of these lands have been appropriated; 120 acres remaining vacant were offered and sold by the Topeka officers on March 15, 1883, under the act of March 1, 1881.

NEW YORK INDIAN LANDS, KANSAS.

There still remain 9,335.87 acres of these lands unappropriated, and there is no existing law authorizing their disposal.

Tabular statement showing the number of declaratory statements filed, entries made, acres entered; and where payment is made by installments, the number of receipts and certificates issued, and the amount of money received for the various classes of Indian lands in the State of Kansas, disposed of by special acts of Congress, as indicated, during the fiscal year ending June 30, 1883.

Offices.	Osage ceded lands, act of August 11, 1876.						Osage trust and diminished reserve lands, act of May 28, 1880.					
	Declaratory statements.	Entries.	Area.	Receipts.	Certificates.	Amount.	Declaratory statements.	Entries.	Area.	Receipts.	Certificates.	Amount.
			<i>Acres.</i>						<i>Acres.</i>			
Topeka												
Independence..	22	19	1,881.78	59	28	\$2,721 79	1,083	250	31,166.38	665	277	\$45,341 07
Wichita							2,538	835	124,826.68	1,297	551	121,635 41
Larned							670	446	69,158.16	563	113	41,122 71
Total	22	19	1,881.78	59	28	2,721 79	4,291	1,531	224,646.22	2,525	941	208,099 19

Offices.	Cherokee strip, act of February 28, 1877.			Kansas trust lands, act of March 16, 1880.*			Kansas trust and diminished reserve lands, sec. 2, act of July 5, 1876.				
	Entries.	Area.	Amount.	Receipts.	Certificates.	Amount.	Entries.	Area.	Receipts.	Certificates.	Amount.
		<i>Acres.</i>						<i>Acres.</i>			
Topeka				116	112	\$8,245 53	141	17,836.75	761	112	\$48,113 34
Independence..	187	12,231.77	\$12,231 77								
Wichita	182	19,589.66	19,589 66								
Larned	214	27,978.66	27,978 66								
Total	533	59,800.09	59,800 09	116	112	8,245 53	141	17,836.75	761	112	48,113 34

Offices.	Miami lands, sec. 1, act of July 15, 1882.					Absentee Shawnee lands, act of March 1, 1881.			Sac and Fox lands, treaty of February 18, 1867; proclaimed October 14, 1868.		
	Entries.	Area.	Receipts.	Certificates.	Amount.	Entries.	Area.	Amount.	Entries.	Area.	Amount.
		<i>Acres.</i>					<i>Acres.</i>				
Topeka	55	4,976.84	59	9	\$13,539 39	3	120.00	\$358 00	5	481.92	†\$1,488 38
Independence..											
Wichita											
Larned											
Total	55	4,976.84	59	9	13,539 39	3	120.00	358 00	5	481.92	1,488 38

* No entries made during the year.

† Includes \$765.50 proceeds from sale of agency buildings in June.

Tabular statement showing the number of declaratory statements filed, &c.—Continued.

RECAPITULATION.

	Declaratory statements.	Entries.	Acres.	Receipts.	Certificates.	Amount.
OFFICERS.						
Topeka		204	23,415.01	944	241	\$86,744 64
Independence	1,105	406	45,229.88	861	442	60,294 63
Wichita	2,538	1,017	143,916.34	1,479	733	141,225 07
Larned	670	660	97,131.82	777	327	69,101 87
Total	4,313	2,287	309,693.05	4,061	1,743	337,365 71
CLASSES OF LANDS.						
Ozage ceded	22	19	1,831.73	59	28	2,721 79
Ozage trust and diminished reserve	4,291	1,531	224,646.22	2,525	941	208,099 19
Cherokee strip		533	59,800.09	533	533	59,800 09
Kansas trust				116	112	8,245 58
Kansas trust and diminished reserve		141	17,836.75	761	112	43,118 84
Miami		55	4,976.34	59	9	13,539 89
Absentee Shawnee		8	120.00	8	3	358 00
Sac and Fox		5	481.92	5	5	1,488 88
Total	4,313	2,287	309,693.05	4,061	1,743	337,365 71

OTOE AND MISSOURIA INDIAN RESERVATION.

As provided by the act of August 15, 1876, a portion of this reservation, lying partly in Marshall County, Kansas, and partly in Gage County, Nebraska, and containing 119,846.17 acres, was opened to settlement and entry by actual settlers in tracts of not more than 160 acres to each purchaser. These lands were sold at the appraised value, but in no case at less than \$2.50 per acre. The terms of payment were one-third of the purchase money to be paid at the date of entry, and the remainder in two equal annual installments, with interest at the rate of 6 per centum per annum.

Prior to July 1, 1882, 117,911.50 acres had been entered, and during the fiscal year ending June 30, 1883, 467.99 acres have been purchased, leaving an area of 1,466.68 acres still unsold.

The act of March 3, 1881, provided for the sale of the remainder of this reservation, and authorized the Secretary of the Interior to offer the same for sale at not less than the appraised value, and not less than \$2.50 per acre, in tracts not exceeding 160 acres, for cash, to actual settlers, or persons who shall make oath before the register or receiver that they intend to occupy the land for authority to purchase which they make application, and who shall, within three months from the date of such application, make a permanent settlement upon the same. Provision was made for payment by installments.

From the numerous inquiries relative to the opening of this reservation to settlement and entry, it became evident that these lands were in great demand, and the Secretary of the Interior determined to offer the same at public sale to the highest bidder. The proper instructions and notices were issued, fixing the time for such sale on May 31, 1883, and the offering resulted in the disposal of the entire area (42,106.08 acres) at prices far above the appraised values.

As under the terms of the above act purchasers were allowed three months from date of their bids within which to make settlement and payment of one-quarter of the purchase money, it remains to be seen whether many cases of default will occur.

PAWNEE INDIAN RESERVATION.

The lands embraced in this reservation, situated in the Grand Island land district in Nebraska, and aggregating 278,837.20 acres, were offered at public sale at Central City, Merrick County, Neb. The sale which commenced on July 15, and ended July 19, 1878, was conducted in accordance with official instructions dated February 5, 1878, issued under the act of April 10, 1876, and resulted in the disposal of 13,129.29 acres, leaving 265,707.91 acres undisposed of and subject to private cash entry at the appraised value, but in no case at less than \$2.50 per acre. The term of sale as to payments were one-third of the purchase money to be paid at date of entry, and the remainder in two equal annual payments, with interest at the rate of 6 per centum per annum from date of sale.

During the year ending June 30, 1879, there were sold 17,254.38 acres; for the year ending June 30, 1880, 36,653.43 acres; for the year ending June 30, 1881, 15,219.55 acres; for the year ending June 30, 1882, 112,982.80 acres; and for the fiscal year ending June 30, 1883, 73,157.68 acres; making a total of 255,267.84 acres disposed of at private sale, and leaving 10,440.07 acres yet subject to entry.

OMAHA INDIAN RESERVATION.

The appraisement of lands within the Omaha Indian reservation west of the line of the Sioux City and Nebraska Railroad, provided for by the act of August 7, 1882 (22 Stat., 341), is now being made, and it is expected that these lands will be opened to settlement and entry, as provided in said act, at an early date.

UTE INDIAN RESERVATION, COLORADO.

A statement as to the status of this reserve was made on pages 40 and 41 of my last Annual Report.

As stated in said report, instructions were communicated to district land officers under date of August 4, 1882, in regard to the lands in the reserve declared subject to disposal by the act of July 28, 1882. These are the lands formerly occupied by the White River and Uncompahgre Utes. Filings and entries are being made for lands in this country under the laws applicable—the pre-emption, town-site, coal and mineral statutes.

Not having been located in severalty, as provided in the act of June 15, 1880, the Southern Utes remain on their reserve in Colorado. Under the Ute agreement, ratified by this act, the Southern Utes were—

To remove and settle upon the unoccupied agricultural lands on the La Plata River in Colorado; and if there should not be a sufficiency of such lands on the La Plata River and in its vicinity in Colorado, then upon such other unoccupied lands as may be found on the La Plata or in its vicinity in New Mexico.

Surveys of lands for location of these Utes, in severalty, were extended over the valley of the La Plata, and east over the valleys of the Animas, Florida, Los Pinos, San Juan, and Piedre, and west in the valley of the Mancos. I learn upon inquiry in the Indian Bureau that it is not considered feasible to locate the entire band of Indians in these valleys (the locality mentioned in the act of June 15, 1880), because of insufficiency in the quantity of arable land therein for the purpose. The fact of such insufficiency was reported by Mr. Manypenny, of the Ute Commission, who, accompanied by Agent Page, made a careful personal inspection of the lands designed for allotment. Measures for location of these

Indians in another locality have been presented in Congress. Senate resolution number 21 (a joint resolution), and Senate bill number 29, first session of the Forty-seventh Congress, had this object in view. In his report to the Department of January 27, 1882, on said resolution and bill, the Commissioner of Indian Affairs recommended that an act be passed providing for location of the Southern Utes in the Uintah Indian reservation in Utah, and for negotiation with these Utes and the Uintahs looking to that end.

INDIAN RESERVATIONS ESTABLISHED IN ARIZONA TERRITORY DURING THE FISCAL YEAR ENDING JUNE 30, 1883.

Papago Indian Reservation.

Established by Executive order dated December 12, 1882; embraces all of T. 5 S., R. 5 W., except Sec. 18; contains about 22,400 acres.

Moqui Indian Reservation.

Established by Executive order dated December 16, 1882. This reservation is in the northeastern part of the Territory and contains 3,862 square miles, or about 2,471,683 acres.

Hualpai Indian Reservation.

Established by Executive order dated January 4, 1883. This reservation is in the northwestern part of the Territory, along the Colorado River, and contains 1,531 square miles, or about 980,249 acres.

List of new land offices established since June 30, 1882, showing changes in locations of some that existed prior to that date, and giving the dates when the offices were, or will be, opened or reopened for business.

COLORADO.

Durango; opened October 21, 1882.
Gunnison; opened April 2, 1883.

DAKOTA.

Aberdeen; opened October 2, 1882.
Huron; opened October 9, 1882.
Creelsburg; opened August 1, 1883.

IDAHO.

Hailey; opened July 14, 1883.

KANSAS.

Garden City; to be opened October 1, 1883.

NEBRASKA.

McCook; opened June 15, 1883.
Valentine; opened July 1, 1883.

NEW MEXICO.

Las Cruces, changed from La Mesilla; opened May 1, 1883.

WASHINGTON TERRITORY.

Spokane Falls, changed from Colfax; to be opened October 1, 1883.

UNITED STATES LAND OFFICES.

ALABAMA. Huntsville. Montgomery.	DAKOTA TER.—Cont'd. Watertown. Fargo. Yankton. Bismarck. Deadwood. Grand Forks. Huron. Aberdeen. Crookston.	MICHIGAN. Detroit. East Saginaw. Reed City. Marquette.	NEBRASKA—Cont'd. McCook. Valentine.
ARKANSAS. Little Rock. Camden. Harrison. Dardanelle.	FLORIDA. Gainesville.	MINNESOTA. Taylor's Falls. Saint Cloud. Duluth. Fergus Falls. Worthington. Tracy. Benson. Crookston. Redwood Falls.	NEVADA. Eureka.
ARIZONA TER. Prescott. Tucson.	IDAHO TER. Boisé City. Lewiston. Oxford. Hailey.	MISSISSIPPI. Jackson.	NEW MEXICO TER. Santa Fé. Las Cruces.
CALIFORNIA. San Francisco. Marysville. Humboldt. Stockton. Visalia. Sacramento. Los Angeles. Shasta. Susanville. Bodie.	IOWA. Des Moines.	MISSOURI. Boonville. Ironton. Springfield.	OREGON. Oregon City. Roseburg. Le Grand. Lake View. The Dalles.
COLORADO. Denver City. Leadville. Central City. Pueblo. Del Norte. Lake City. Durango. Gunnison.	KANSAS. Topeka. Salina. Independence. Wichita. Kirwin. Concordia. Larned. Wa-Keeney. Oberlin. Garden City.	MONTANA TER. Miles City. Helena. Bozeman.	UTAH TER. Salt Lake City.
DAKOTA TER. Mitchell.	LOUISIANA. New Orleans. Natchitoches.	NEBRASKA. Neligh. Beatrice. Lincoln. Niobrara. Grand Island. North Platte. Bloomington.	WASHINGTON TER. Olympia. Vancouver. Walla Walla. Spokane Falls. Yakima.
			WISCONSIN. Menasha. Falls of St. Croix. Wausau. La Crosse. Bayfield. Eau Claire.
			WYOMING TER. Cheyenne. Evanston.

NOTE.—By act of July 31, 1876, the land offices in Ohio, Indiana, and Illinois were abolished; and by act of March 3, 1877, the vacant tracts of public land in Ohio, Indiana, and Illinois are made subject to entry and location at the General Land Office Washington, D. C.

D.-PRIVATE LAND CLAIMS DIVISION.

The cases coming properly under this designation are those having their origin in some form of concession from a foreign Government, before the acquisition by the United States of the territory in which they are located, and are embraced within the purchases of Louisiana and Florida, the cession made by Mexico by the treaty of Guadalupe Hidalgo and the subsequent Gadsden purchase. The rights of claimants under the several concessions are recognized, and their protection stipulated in the respective treaties of acquisition; and after the confirmation of their claims under the various laws passed by Congress for ascertaining their validity, their proper location, survey, and patenting come within the supervision of the private land claims division of this office. This division also has in charge the examination, location, and patenting of donation claims in the State of Oregon and the Territories of Washington, New Mexico, and Arizona, and of certain Indian claims. It is also charged with the issuing of scrip in satisfaction of confirmed claims, where the land confirmed has been disposed of by the United States, and with the examination and authentication of other scrip issued for like purpose, and with other matters in the service of character similar to the foregoing.

During the last fiscal year ending June 30, 1883, the work done in the division was as follows:

California private land claims patented.....	8
Oregon and Washington Territory donation land claims patented	59
Louisiana, Florida, and Illinois private land claims patented.....	26
New Mexico private land claims patented.....	3
Indian claims patented.....	84
Entries made with certificates of location, act June 22, 1860, and supplemental legislation (Supreme Court scrip), finally approved.....	39
Cases in Louisiana for which scrip has issued	2
Number of claims under act of June 22, 1860, and supplemental legislation, reported to Congress	3
Number of claims in Louisiana presented for recognition as held under complete grants, rejected	1
Claims within Las Animas grant, Colorado, finally adjudicated	2
Number of New Mexico donation claims canceled.....	26
Total.....	254

The cases embraced in the above statement, with the exception of the three reported to Congress for confirmation, have been finally settled.

In addition to the forgoing, there have also been examined, approved, and passed for patenting, 267 entries made with certificates of location issued under the acts of June 2, 1858, and June 22, 1860.

The total number of letters received in this division of the office during the fiscal year was 1,352; and the total number written was 1,259, covering 1,307 pages of record.

Preliminary examinations have been made in a large number of cases, some of which have been passed for patenting, while others have been suspended on account of imperfections, and are now subjects of correspondence, or have been returned to the local officers for amendment or

further proof. A number of cases have been decided, and are now on appeal, or awaiting the expiration of the time within which appeal may be taken; or, having been decided on appeal, are now awaiting the execution of the decision by the proper officers.

The following statement is submitted with regard to the condition of the work in the division at the beginning of the current fiscal year:

Number of California claims docketed and not finally adjudicated.....	19
Number of confirmed New Mexico and Colorado private land claims reported and not finally adjudicated.....	27
Number of New Mexico and Arizona donations reported and not finally adjudicated.....	381
Number of Oregon and Washington Territory donations reported but not finally settled.....	166
Number of scrip cases (act June 2, 1858) reported and awaiting action.....	93
Number of claims reported under act June 22, 1860, and supplemental legislation, to be reported to Congress by this office.....	6
Number of Florida and Louisiana cases awaiting action.....	41
Claims within limits of Los Animas grant in Colorado, in which awards were made by register and receiver at Pueblo under act of February 25, 1869, not adjudicated.....	6
Number of claims within limits of Las Animas grant in Colorado, rejected by register and receiver under act of February 25, 1869, on file, exclusive of one disposed of in 1874, and one withdrawn.....	24

It would be impossible, without a long and tedious examination of the files, containing many thousand cases both patented and unpatented, to approximate, with any degree of certainty, the number of claims in the States of Alabama, Mississippi, Louisiana, Arkansas, Florida, Missouri, Illinois, Indiana, and Michigan not patented, and for which patent certificates and special plats of survey are on file here.

These claims are disposed of as called up by parties in interest or their duly authorized attorneys; *e. g.*, an application being made for a patent in a specific case, an examination is first made of the files (of which there are alphabetical indexes showing the names of confirmees), and if the necessary papers are found, constituting the basis of patent, they are examined to ascertain that the confirmation is properly set forth therein (which fact must also be carefully inquired into from our own records), that the claim is correctly surveyed, and, generally, that the papers are in all respects correct; then, if the examination results satisfactorily, the patent is issued; on the other hand, if the papers are not found, the party is so advised, and the papers must be filed before action is taken here.

The foregoing statement has reference merely to such cases as are pending upon applications for patents.

The claims, aggregating many thousands in the above-mentioned States, which have been reported by the various boards of commissioners and confirmed by Congress from time to time, might be properly termed cases in this office for action, although in numerous instances the papers constituting the basis of patents are not on file here. The reports are here, however, and as this office is often called upon to furnish information upon questions of title, they afford ample facilities for that purpose.

E.—SURVEYING DIVISION.

Work performed in this division of the office during the fiscal year ending June 30, 1883:

Number of letters received.....	3, 654
Number of letters written.....	3, 331
Number of pages of record covered thereby.....	2, 360
Number of pages of press copy.....	4, 636
Number of surveying contracts examined preliminary to approval of same.....	351
Number of township plats and field notes of survey of the public lands and private claims examined as to their correctness prior to reporting the same to the accounting division, and for payment of deputy surveyor's account.....	2, 670

By the act of Congress approved August 7, 1882, there was appropriated \$400,000 for the survey of the public lands for the year ending June 30, 1883. Said act provided for the expenditure of not exceeding \$50,000 thereof for examinations of surveys in the field.

The appropriation for surveys was apportioned to the 16 surveying districts in accordance with the respective demands for field-work called for by the public service, to wit:

To the district of—

Arizona.....	\$20, 000
California.....	25, 000
Colorado.....	50, 000
Dakota.....	45, 000
Florida.....	5, 000
Idaho.....	15, 000
Louisiana.....	15, 000
Minnesota.....	20, 000
Montana.....	31, 500
Nebraska and Iowa.....	15, 000
Nevada.....	20, 000
New Mexico.....	20, 000
Oregon.....	20, 000
Utah.....	20, 000
Washington.....	25, 000
Wyoming.....	20, 000

By the same act of Congress there was also appropriated for surveys of private land claims during the year—

In Arizona.....	\$8, 000
In New Mexico.....	8, 000
In California.....	10, 000

The act further provided for the resurvey of lands within the Sioux Indian reservation west of Big Stone Lake, Dakota, and the west boundary thereof, for which an appropriation of \$4,000 was made; and for the survey of the boundary line between the Crow Indian diminished reservation in Montana, and the lands purchased from the Crow Indians by act of April 11, 1882, there was appropriated \$4,800.

The extent of surveys during the year ending June 30, 1883, payable out of Congressional appropriations, and individual deposits for surveys

of public lands under section 2401, Revised Statutes, as reported to this office, is as follows:

Land States and Territories.	Public lands.	Private land claims.	Indian lands.
	<i>Acres.</i>	<i>Acres.</i>	<i>Acres.</i>
Arizona	2,640,505.09		
California	3,726,176.04	58,238.75	
Colorado	3,968,773.79		202,410.45
Dakota	4,067,982.17		22,540.32
Florida	109,945.00		
Idaho	152,103.34		
Louisiana	392,237.50	750.72	
Minnesota	539,482.42		
Montana	1,265,695.98		
Nebraska	1,146,800.71		
Nevada	5,518,559.02		
New Mexico	12,847,969.93	583,244.51	
Oregon	2,492,323.50		
Utah	671,184.94		287,147.76
Washington	755,842.02		
Wyoming	13,835,818.83		
Total	54,129,400.28	642,233.98	512,098.53

SURVEY OF PUBLIC LAND STRIP.

The establishment of the boundaries of this tract of unorganized territory, and surveys of certain standard and exterior township lines within the same, mentioned in the last annual report, on page 55, as having been returned to this office and undergoing examination, were subsequently approved and the account for the work, amounting to \$18,000, reported to the Treasury for payment.

COMPLETION OF SURVEYS OF LANDS FOR ALLOTMENTS TO THE SOUTHERN UTES IN COLORADO AND NEW MEXICO, UNDER ACT OF JUNE 15, 1880.

In addition to the area of 326,675.56 acres of lands reported on page 81 of last annual report as having been surveyed for allotments to the Southern Utes in Colorado and New Mexico, surveys of an area of 148,255.65 acres in Colorado have since been returned, examined, and approved.

SURVEY OF LANDS IN UTAH FOR ALLOTMENTS TO THE WHITE RIVER UTES.

Under the provisions of the act of Congress approved June 15, 1880 (21 Stat., 199), and by direction of the Secretary of the Interior, a contract was entered into by this office on February 23, 1882, with Daniel G. Major, for the survey of lands within the Uintah reservation in Utah for allotments to the White River Utes.

Under that contract surveys have been returned amounting to 287,147.76 acres, subdivided into 40-acre tracts, at a cost of \$27,089.34.

SURVEY OF LANDS IN UTAH FOR ALLOTMENTS TO UNCOMPAGRE UTES.

Some progress has been made in the field-work of surveys of lands for allotments to the Uncompahgre Utes in Utah, since date of last annual report (see page 80 of that report), but no returns were received at this office during the year ending June 30, 1883.

CONTRACT FOR SURVEYS WITHIN THE LATE UTE RESERVATION IN COLORADO.

By direction of the Secretary of the Interior a contract was entered into by this office with J. A. McMurtrie, of Colorado, on February 14,

1883, for the survey and subdivision of some seventeen townships and fractional townships within the late Uncompahgre Ute reservation, liability \$9,000, payable out of the \$400,000 appropriated for public surveys by act of August 7, 1882.

Mr. McMurtrie has not as yet been able to execute his contract, for the reason that the surveys to be made by him under it are to be based upon other surveys not yet made and returned to the surveyor general of Colorado.

SURVEY OF BOUNDARY BETWEEN CROW RESERVATION AND CROW CEDED LANDS IN MONTANA, AND SURVEY OF CROW LANDS FOR ALLOTMENTS.

Under the appropriation of \$4,800 made by act of August 7, 1882, for survey of the boundary between the Crow Indian diminished reservation, in Montana, and the lands purchased from the Crow Indians by act of April 11, 1882, a contract was entered into by this office with John T. Blake, of Colorado, for said survey on October 31, 1882, and on the same day a contract was made with Mr. Blake for the survey of lands for allotments to the Crow Indians within the Crow diminished reservation, as provided by act of April 11, 1882 (22 Stat., p. 42), payable out of the appropriation of \$15,000 made by the third section of said act. Mr. Blake was directed to confer with the Indian agent at the Crow agency, who would aid him in the selection of lands for subdivision into 80-acre tracts.

The survey of the boundary line has not yet been executed, but some progress has been made in the survey of lands for allotments, although no returns have as yet been received from the surveyor.

RESURVEY OF THE OLD SIOUX INDIAN RESERVATION IN DAKOTA.

By the act of August 7, 1882, making appropriations for sundry civil expenses of the Government, there was appropriated \$4,000 for resurvey of lands within the Sioux Indian reservation west of Big Stone Lake, Dakota, and for retracing the west boundary of the same, the original survey having been reported fraudulent.

Under said appropriation a contract for the resurvey was made by the United States surveyor general with Miles T. Woolley, and the work has been executed and approved. The cost of the same was \$3,137.75.

The area by the original survey was reported at 115,107.68 acres, and by the resurvey is 137,648, thus making an increase by the resurvey of 22,540.32 acres.

FORT LARNED MILITARY RESERVATION.

Under act of Congress approved August 4, 1882, for the survey and sale of the Fort Larned Military reservation in Kansas, and out of the appropriation of \$2,500 made by act of March 3, 1883, for expenses of survey and sale of said reservation, it has been surveyed and subdivided as other public lands, and the returns were examined in this office, and plats constructed and approved.

Plats have been filed in the local United States land office, and the necessary steps for the appraisement and sale to actual settlers, as provided by law, are being taken.

The cost of the survey was \$253.09, and the area, as shown by the approved plats, is 10,173.05 acres.

SURVEY OF THE NORTHERN BOUNDARY OF WYOMING.

By referring to the last annual report of this office (page 83) it will be seen that the survey of the north boundary of Wyoming was being examined in the field by Mr. A. B. Colouma, detailed for that duty by the Superintendent of the United States Coast and Geodetic Survey.

Subsequently the examiner reported that he found the boundary correctly established, and, his report being satisfactory, an account for \$1,000, which had been withheld from the surveyor pending examination, was reported to the Treasury Department in his favor.

The expenses of the examination, amounting to \$3,248.55, were paid out of the appropriation of \$8,000 made by act of March 3, 1881, for examinations of public surveys.

MILITARY RESERVATIONS.

Military reservations declared, reduced, enlarged, modified, or restored to the public domain, during the year ending June 30, 1883, are as follows:

In Arizona.—By Executive order dated May 14, 1883, Fort Huachuca reservation was enlarged on the north so as to include grazing lands and extend to the Babacomari land grant, as was intended by the original order dated October 29, 1881.

In California.—By Executive order dated October 21, 1882, Molate Island, or Red Rock, in San Francisco Bay, was formally declared a military reservation. It was reserved March 2, 1858, by order of the Secretary of the Interior. It contains 7.52 acres, in Sec. 17 T. 1 N., R. 5 W., M. D. Mer.

In Florida.—Fort Brooke military reservation, containing 118.11 acres, was relinquished by the Secretary of War to the Secretary of the Interior, under act of August 18, 1856 (11 Stat., p. 87). By Executive order dated November 17, 1882, the following described tracts were formally declared reserved for military purposes, the same being portions of reservations ordered by the Secretary of War on March 23, 1849, "until the completion of the surveys necessary for the coast defenses":

1. The south end of Gasparilla Island for a distance of 2 miles from its southern extremity; and the north end of Boca Grande, or Cayo Costa Island, for a length of 2 miles from its northern extremity.

2. The whole of Egmont Island, at the entrance to Tampa Bay, except the 15 acres at the north end previously reserved for light-house purposes.

3. Flagg Island, at Saint George's Sound.

In Indian Territory.—By Executive order dated January 17, 1883, the reserve at Fort Supply was enlarged by adding to it the south half of T. 25 N., R. 22 W., and the SW. $\frac{1}{4}$ of T. 25 N., R. 21 W.

In Kansas.—By act of Congress approved August 4, 1882, Fort Larned reservation was authorized to be relinquished by the Secretary of War and sold to actual settlers, after survey and appraisal.

In Montana.—By act of Congress approved August 4, 1882, it was provided that the Fort Benton military reservation should be restored to the public domain, surveyed, and disposed of.

In Utah.—By Executive order dated the 12th of May, 1883, a military reservation for Fort Thornburgh was declared. Two tracts were reserved—one for the post and the other for wood and timber. The post reserve is partly surveyed land. The surveyed portion falls in T. 3 S., R. 20 E., and T. 4 S., R. 21 E.

All of the land in the wood and timber reserve is unsurveyed.

List of surveyors general, and their residences.

No.	Name.	Residence.
1	Joseph W. Robbins	Tucson, Ariz.
2	William H. Brown	San Francisco, Cal.
3	Norman H. Meldrum	Denver, Colo.
4	Cortes Fessenden	Huron, Dak.
5	Malachi Martin	Tallahassee, Fla.
6	William P. Chandler	Boise City, Idaho.
7	James Lewis	New Orleans, La.
8	Martin S. Chandler	Saint Paul, Minn.
9	John S. Harris	Helena, Mont.
10	C. C. Powning	Reno, Nev.
11	David V. Stephenson	Plattsmouth, Nebr.
12	Henry M. Atkinson	Santa Fé, N. Mex.
13	James C. Tolman	Portland, Oreg.
14	Frd. Salomon	Salt Lake City, Utah.
15	William McMicken	Olympia, Wash.
16	Edward C. David	Cheyenne, Wyo.

No. 1.—*Tabular statement showing the number of acres of public lands surveyed in the following land States and Territories up to June 30, 1882, during the present fiscal year, and the total of the public lands surveyed up to June 30, 1883; also the total area of the public domain remaining unsurveyed within the same.*

Land States and Territories.	Area of public lands in States and Territories.		Number of acres of public lands surveyed.				Total area of public and Indian lands remaining unsurveyed, inclusive of the private land claims surveyed up to June 30, 1883.
	In acres.	In square miles.	Up to June 30, 1882.	Under contracts made prior to June 30, 1882, but not heretofore reported because returned since June 30, 1882.	Under contracts made for the fiscal year ending June 30, 1883.	Total up to June 30, 1883.	
Alabama	32,462,115	50,722	32,462,115			32,462,115	
Arkansas	33,410,063	52,203	33,410,063			33,410,063	
California	100,992,640	157,801	60,497,543	2,853,673.74	872,502.80	64,223,719	36,768,921
Colorado	68,880,000	104,500	47,252,560	2,798,259.75	1,870,924.49	51,421,744	15,458,256
Florida	37,931,520	59,268	30,272,013	51,589.14	58,355.86	30,381,958	7,549,562
Illinois	35,465,093	55,414	35,465,093			35,465,093	
Indiana	21,637,760	33,809	21,637,760			21,637,760	
Iowa	35,228,800	55,045	35,228,800			35,228,800	
Kansas	51,770,240	80,891	51,770,240			51,770,240	
Louisiana	26,461,440	41,346	25,946,111	93,464.09	298,773.41	26,338,349	123,091
Michigan	36,128,640	56,451	36,128,640			36,128,640	
Minnesota	53,459,840	83,531	40,635,782	480,101.20	59,381.22	41,175,264	12,284,576
Mississippi	30,179,840	47,156	30,179,840			30,179,840	
Missouri	41,836,931	65,370	41,836,931			41,836,931	
Nebraska	48,636,800	75,996	43,983,119	998,490.10	148,310.61	45,129,920	3,506,880
Nevada	71,737,600	112,090	22,599,688	2,492,759.84	3,025,799.18	28,118,247	43,619,353
Ohio	25,581,976	39,972	25,581,976			25,581,976	
Oregon	60,975,360	95,274	31,156,019	2,492,823.50		33,648,842	27,327,018
Wisconsin	34,511,360	53,924	34,511,360			34,511,360	
Alaska	369,529,600	577,390					369,529,600
Arizona	72,908,240	113,916	6,441,790	774,489.83	1,866,015.76	9,082,295	63,823,945
Dakota	96,566,480	150,932	30,411,361	1,008,819.95	63,081,702.54	84,501,883	62,094,597
Idaho	55,228,160	86,294	8,116,508	152,103.24		8,268,611	46,959,549
Indian Territory	40,481,600	63,253	27,003,990			27,003,990	13,477,610
Montana	92,016,640	143,776	11,978,622	348,012.03	917,683.95	13,244,318	78,772,322
New Mexico	77,568,640	121,201	23,510,710	4,486,229.26	8,361,740.67	36,358,680	41,209,960
Utah	54,064,640	84,476	10,486,953	6,567,584.65	390,748.05	11,445,286	42,619,354
Washington	44,736,160	69,994	17,757,033	783,955.83	21,886.19	18,512,875	26,283,285
Wyoming	62,645,120	97,883	15,463,243	12,619,207.80	1,216,611.03	29,299,062	33,346,058
Public land strip	3,672,640	5,738					3,672,640
Total	1,814,793,938	2,835,616	831,725,863	32,951,063.55	21,690,435.26	886,367,361	928,426,577

^a Of the surveys in Colorado, 202,410.45 acres are of Southern Ute lands, surveyed into 40-acre tracts for allotments to the Southern Ute Indians under act of June 15, 1880, and not heretofore reported.

^b Of the surveys in Dakota, 22,540.32 acres were of the old Sioux Indian reservation west of Big Stone Lake. This reservation was re-surveyed, and the area by resurvey was reported as 137,648 acres, an increase of 22,540.32 acres over the area reported by the original survey.

^c Of the surveys in Utah, 287,147.76 acres were of lands within the Uintah Indian reservation, surveyed into 40-acre tracts for allotments to the White River Utes, under contract of D. G. Major, dated February 23, 1882, and act of June 15, 1880.

Historical and statistical table of the United States and Territories, showing the area of each in square miles and in acres; the date of organization of Territories; date of admission of new States into the Union; the population of each State and Territory at the taking of the census in 1880; and the areas surveyed and remaining unsurveyed up to June 30, 1883.

REPORT OF THE SECRETARY OF THE INTERIOR.

Civil divisions.	Act organizing Territory.	United States Statutes.		Act admitting State.	United States Statutes.		Area of the States and Territories.		Number of acres sur- veyed up to June 30, 1883.	Area remaining unsurveyed on June 30, 1883.	Population in 1880.
		Vol.	Page.		Vol.	Page.	In square miles.	In acres.			
THE THIRTEEN ORIGINAL STATES.											
New Hampshire							9,280	5,939,200			346,991
Massachusetts							7,800	4,992,000			1,783,085
Rhode Island							1,306	835,840			276,581
Connecticut							4,750	3,040,000			622,700
New York							47,000	30,080,000			5,082,871
New Jersey							8,320	5,324,800			1,181,116
Pennsylvania							46,000	29,440,000			4,282,891
Delaware							2,120	1,356,800			146,608
Maryland							11,124	7,119,260			934,943
Virginia							38,848	24,542,720			1,512,565
North Carolina							50,704	32,450,560			1,399,750
South Carolina							34,000	21,760,000			995,577
Georgia							58,000	37,120,000			1,542,180
STATES ADMITTED.											
Kentucky				Feb. 4, 1791	1	189	37,680	24,115,200			1,648,690
Vermont				Feb. 18, 1791	1	191	10,212	6,585,680			332,286
Tennessee				June 1, 1796	1	491	45,600	29,184,000			1,542,859
Maine				Mar. 3, 1820	3	544	35,000	22,400,000			648,936
Texas				Dec. 29, 1845	9	108	274,356	176,587,840			1,591,749
West Virginia				Dec. 31, 1862	12	633	23,000	14,720,000			618,457
PUBLIC LAND STATES AND TERRITORIES.											
States.											
Ohio	Mar. 3, 1805	2	331	Apr. 30, 1802	2	173	39,972	25,581,976	25,581,976		3,198,062
Louisiana	May 7, 1800	2	58	Apr. 8, 1812	2	701	41,246	26,461,440	26,838,349	128,091	939,946
Indiana	Apr. 7, 1798	1	549	Dec. 11, 1816	3	899	38,809	21,637,760	21,637,760		1,978,301
Mississippi	Feb. 3, 1809	2	514	Dec. 10, 1817	3	472	47,156	30,179,840	30,179,840		1,131,597
Illinois	Mar. 3, 1817	3	871	Dec. 3, 1818	3	536	55,414	35,465,093	35,465,093		3,077,871
Alabama	June 4, 1812	2	743	Dec. 14, 1819	3	608	50,722	32,462,116	32,462,115		1,262,505
Missouri	Mar. 2, 1819	3	493	Mar. 2, 1824	3	645	65,870	41,886,931	41,838,931		2,168,280
Arkansas	Jan. 11, 1805	2	309	June 15, 1836	5	50	52,203	33,410,063	33,410,063		802,525
Michigan				Jan. 26, 1837	5	144	56,451	36,128,640	36,128,640		1,636,937

Florida	Mar. 20, 1822	3	654	Mar. 3, 1845	5	742	59, 268	27, 931, 590	30, 381, 958	7, 549, 662	269, 493
Iowa	June 12, 1838	5	235	Mar. 3, 1845	5	742	55, 045	35, 228, 800	35, 228, 800	.....	1, 624, 616
Wisconsin	Apr. 20, 1836	5	10	Mar. 3, 1847	9	178	53, 924	34, 511, 360	34, 511, 360	.....	1, 315, 497
California .....	.....	.....	.....	Sept. 9, 1850	9	452	167, 801	100, 992, 640	64, 223, 719	36, 768, 921	1, 884, 694
Minnesota	Mar. 3, 1849	9	403	Feb. 26, 1857	11	106	88, 531	53, 459, 840	41, 175, 264	12, 284, 576	780, 773
Oregon	Aug. 14, 1848	9	828	Feb. 14, 1859	11	383	95, 274	60, 975, 990	88, 648, 342	27, 327, 018	174, 768
Kansas	May 30, 1854	10	277	Jan. 29, 1861	12	126	80, 891	51, 776, 240	51, 770, 240	.....	996, 096
Nevada	Mar. 2, 1861	12	209	Mar. 21, 1864	13	30	112, 090	71, 737, 600	25, 118, 247	48, 019, 353	62, 266
Nebraska	May 30, 1854	10	277	Feb. 6, 1867	14	391	75, 995	48, 636, 800	45, 129, 920	3, 506, 880	452, 402
Colorado	Feb. 28, 1861	12	172	.....	.....	.....	104, 500	66, 880, 000	51, 421, 744	15, 458, 256	194, 327
.....	Mar. 3, 1875	18	474	.....	.....	.....	.....	.....	.....	.....	.....
Territories.											
Wyoming	July 25, 1868	15	178	.....	.....	.....	97, 883	62, 645, 120	29, 299, 062	38, 346, 058	20, 789
New Mexico	Sept. 9, 1850	9	446	.....	.....	.....	121, 201	77, 568, 640	36, 358, 080	41, 209, 960	119, 565
Utah	Sept. 9, 1850	9	453	.....	.....	.....	84, 476	54, 064, 640	11, 445, 286	42, 619, 354	143, 963
Washington	Mar. 2, 1853	10	172	.....	.....	.....	69, 994	44, 796, 160	18, 512, 875	26, 288, 285	75, 116
Dakota	Mar. 2, 1861	12	239	.....	.....	.....	150, 932	96, 596, 480	84, 501, 883	62, 094, 597	135, 177
Arizona	Feb. 24, 1863	12	664	.....	.....	.....	113, 916	72, 906, 240	9, 082, 295	63, 823, 945	40, 440
Idaho	Mar. 3, 1863	12	808	.....	.....	.....	86, 294	55, 228, 160	8, 268, 611	46, 959, 549	32, 610
Montana	May 26, 1864	13	85	.....	.....	.....	143, 776	92, 016, 640	18, 244, 316	78, 772, 322	39, 159
*Alaska	July 27, 1868	15	240	.....	.....	.....	577, 390	369, 529, 600	.....	369, 529, 600	.....
*Indian Territory .....	.....	.....	.....	.....	.....	.....	63, 253	40, 481, 600	27, 003, 990	13, 477, 610	.....
District of Columbia	July 16, 1790	1	130	.....	.....	.....	60	38, 400	.....	.....	177, 624
Public land strip, unorganized territory	Mar. 3, 1791	1	214	.....	.....	.....	5, 738	3, 672, 640	.....	3, 672, 640	.....
Total .....	.....	.....	.....	.....	.....	.....	2, 580, 275	2, 291, 376, 338	886, 867, 361	928, 426, 577	50, 155, 783

* No census taken.

Estimates of appropriations required for the surveying service of the fiscal year ending June 30, 1885, by the General Land Office.

Detailed objects of expenditure, and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the current fiscal year ending June 30, 1884.
Surveying public lands.			
For surveying the public lands, six hundred thousand dollars, at rates not exceeding \$9 per linear mile for standard and meander lines, \$7 for township, and \$5 for section lines, except that the Commissioner of the General Land Office may allow for the survey of standard and meandered lines through lands heavily timbered, mountainous, or covered with dense undergrowth, a sum not exceeding \$13 per linear mile for standard lines, \$11 for township, and \$7 for section lines, or where, for any cause not provided for by law, he is unable to get the necessary surveys made at the rates aforesaid, he may allow a sum not exceeding \$12 per linear mile for standard miles, \$10 for township lines, and \$6 for section lines: <i>Provided</i> , That out of the appropriation hereby estimated an amount not exceeding \$75,000 thereof may be expended for occasional examinations of public surveys in the several surveying districts, in order to test the accuracy of the work in the field, prevent payment for fraudulent and imperfect surveys returned by deputy surveyors, and inspect mineral deposits, coal-fields, and timber districts, and for the making of such other surveys or examination as may be required for identification of lands for purposes of evidence in any suit or proceeding in behalf of the United States (R. S., pp. 438, 439, secs. 2395, 2396; appropriated, 22 Stat).....		\$600,000	\$425,000
Resurveys of public lands.			
For such resurveys of the public lands as, in the discretion of the Commissioner of the General Land Office, may be considered necessary (appropriated, 22 Stat.)		25,000	15,000
NOTE.—Many applications are received at the General Land Office from settlers upon the public lands surveyed many years ago, stating that no corners of the public surveys can be found; and in order that the Government may properly dispose of such lands, it becomes necessary to resurvey them, if, upon examination, none of the corners can be found; hence, the estimate of \$25,000 is submitted.			
Establishment of initial monuments for mineral surveys, and connecting the same with each other, and with the public surveys.			
For establishing initial monuments of a permanent character to govern mineral surveys, in order to secure accuracy in survey of mineral claims, and to connect the monuments with each other and with the public lands. (Submitted).....		10,000	
NOTE.—The \$10,000 is estimated for the cost of erecting permanent initial monuments in the mining districts where no lines of public surveys have been or can be extended, and to secure accuracy of surveys and prevent conflicts. One or two miners cannot afford to have permanent monuments erected at their cost, in addition to paying for the survey of their claims, as required by law. The appropriation is also necessary to pay the expense of connecting mineral claims with each other and thus show their relative positions by trigonometrical surveys, and secure accurate information as to their position, thus preventing conflicts and litigation.			
Surveying private land claims in Arizona.			
For the preliminary survey of unconfirmed and survey of confirmed private land claims in Arizona at a rate not exceeding \$16 per linear mile and office expenses (R. S., p. 390, sec. 2228; appropriated, 22 Stat.).....		8,000	8,000
Surveying private land claims in New Mexico.			
For the preliminary survey of unconfirmed and survey of confirmed private land claims in New Mexico at a rate not exceeding \$16 per linear mile and office expenses (R. S., p. 390, sec. 2228; appropriated, 22 Stat.).....		8,000	8,000

Estimates of appropriations required for the surveying service, &c.—Continued.

Detailed objects of expenditure, and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the current fiscal year ending June 30, 1891.
Surveying confirmed private land claims in California.			
For the survey of confirmed private land claims in California, at the rates prescribed by law, including office expenses (R. S., p. 390, sec. 2223; appropriated, 22 Stat.)		5,000	10,000
Iron monuments for prairie regions of country.			
For the purchase of iron monuments, cost of transportation to the offices of surveyors general, and storage, to mark the lines of public surveys passing over public lands devoid of timber and stone. (Submitted)		10,000	
NOTE.—It is intended to secure the permanency of nine corner boundaries in each township, to be planted at the distance of every second mile, which would protect them from destructive agencies, such as fire, winds, and cattle, and afford ready reference from which local surveyors could restore intervening corners constructed from perishable material.			
Total surveying the public lands		605,000	400,000
Contingent expenses of offices of surveyors general.			
Office of surveyor general of Arizona:			
Rent of office for surveyor general, pay of messenger, fuel, books, stationery, and other incidental expenses (R. S., p. 391, sec. 2227; appropriated, 22 Stat.)		2,500	1,500
NOTE.—The estimate of \$2,500 is made to cover the expense arising from an expected increase of public surveys and consequent increased amount of stationery, binding of field notes, mounting plats, &c.			
Office of surveyor general of California:			
For books, stationery, pay of messenger, and other incidental expenses (R. S., p. 391, sec. 2227; appropriated, 22 Stat.)		4,000	3,000
Office of surveyor general of Colorado:			
Rent of office for surveyor general, fuel, books, stationery, and other incidental expenses (R. S., p. 391, sec. 2227; appropriated, 22 Stat.)		3,000	1,500
NOTE.—The estimate of \$3,000 is made to cover the necessary increased expenditure arising from the greatly increased amount of surveys and consequent increased office expenses.			
Office of surveyor general of Dakota:			
Rent of office for surveyor general, fuel, books, stationery, and other incidental expenses (R. S., p. 391, sec. 2227; appropriated, 22 Stat.)		2,500	2,000
Office of surveyor general of Florida:			
Rent of office for surveyor general, fuel, books, stationery, and other incidental expenses (R. S., p. 391, sec. 2227; appropriated, 22 Stat.)		1,000	1,000
Office of surveyor general of Idaho:			
Rent of office for surveyor general, fuel, books, stationery, pay of messenger, and other incidental expenses (R. S., p. 391, sec. 2227; appropriated, 22 Stat.)		2,000	1,500
Office of surveyor general of Louisiana:			
Fuel, books, stationery, messenger, and other incidental expenses (R. S., p. 391, sec. 2227; appropriated, 22 Stat.)		1,500	1,000
NOTE.—The estimate of \$1,500 is made to include the cost of providing canvas backs to 1,370 township plats, at 25 cents each, necessary for their preservation, in addition to the ordinary incidental expenses of the office.			
Office of surveyor general of Minnesota:			
Fuel, books, stationery, printing, binding, and other incidental expenses (R. S., p. 391, sec. 2227; appropriated, 22 Stat.)		1,200	1,000

Estimates of appropriations required for the surveying service, &c.—Continued.

Detailed objects of expenditure, and explanations.	Estimated amount, including of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the current fiscal year ending June 30, 1894.
<i>Contingent expenses of offices of surveyors general—Continued.</i>			
Office of surveyor general of Montana: Rent of office for surveyor general, fuel, books, stationery, pay of messenger, and other incidental expenses (R. S., p. 391, sec. 2227, appropriated, 22 Stat.)		\$2,400	\$2,000
NOTE.—The estimate of \$3,400 is made to cover the growing expenses of the office, estimated at \$2,400, to pay for increased accommodations really necessary for the office business, and \$1,000 for cost of restoring torn and defaced records and for binding field notes and plats and mounting the latter, absolutely necessary for the preservation of the records.			
Office of surveyor general of Nevada: Rent of office for surveyor general, pay of messenger, fuel, books, stationery, and other incidental expenses (R. S., p. 391, sec. 2227, appropriated, 22 Stat.)		2,000	1,500
Office of surveyor general of Nebraska and Iowa: Rent of office for surveyor general, fuel, books, stationery, and other incidental expenses (R. S., p. 391, sec. 2227; appropriated, 22 Stat.)		2,000	1,500
Office of surveyor general of New Mexico: Rent of office for surveyor general, pay of messenger, fuel, books, stationery, and other incidental expenses (R. S., p. 391, sec. 2227; appropriated, 22 Stat.)		2,000	1,500
Office of surveyor general of Oregon: Fuel, books, stationery, pay of messenger, and other incidental expenses (R. S., p. 391, sec. 2227, appropriated, 22 Stat.)		1,500	1,500
Office of surveyor general of Utah: Rent of office for surveyor general, pay of messenger, fuel, books, stationery, and other incidental expenses (R. S., p. 391, sec. 2227, appropriated, 22 Stat.)		2,000	1,500
Office of surveyor general of Washington: Rent of office for surveyor general, fuel, books, stationery, pay of messenger, and other incidental expenses (R. S., p. 391, sec. 2227, appropriated, 22 Stat.)		2,000	1,500
Office of surveyor general of Wyoming: Rent of office for surveyor general, pay of messenger, fuel, books, stationery, and other incidental expenses (R. S., p. 391, sec. 2227; appropriated, 22 Stat.)		2,500	1,500
NOTE.—The \$2,500 is estimated to cover the increased office expenses incident to the increased amount of surveys in the Territory and consequent increased amount of stationery, binding, &c., required.			
Total estimate for contingent expenses		26,100	20,000
<i>Salaries of surveyors general and their clerks.</i>			
Office of surveyor general of Arizona: Surveyor general (R. S., p. 389, sec. 2210)	\$4,000		
Clerks in his office (R. S., p. 391, sec. 2226)	5,500	4,000	3,500
NOTE.—The \$6,500 estimated for clerk hire in the surveyor general's office is for the office work on public land surveys, of which an increased amount is being made every year; also for securing copies and obtaining records of private land grants.			
Office of surveyor general of California: Surveyor general (R. S., p. 389, sec. 2210)	3,000		
Clerks in his office (R. S., p. 391, sec. 2226)	25,000	24,000	20,000
NOTE.—The \$28,000 for clerk hire is to cover the expense of regular office work, estimated at \$20,000; office work in arrears, \$10,000; and \$5,000 for completing the reproduction, &c., of the original Spanish archives.			

Estimates of appropriations required for the surveying service, &c.—Continued.

Detailed objects of expenditure, and explanations.	Estimated amount, which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the current fiscal year ending June 30, 1894.
<i>Salaries of surveyors general and their clerks—Continued.</i>			
<i>Office of surveyor general of Colorado:</i>			
Surveyor general (R. S., p. 389, sec. 2210)	\$3, 000	.....	.....
Clerks in his office (R. S., p. 391, sec. 2226)	7, 800	\$10, 800	\$9, 000
NOTE.—The \$7,800 estimated for clerk hire is for five employees, viz: Chief clerk, \$1,800; two draughtsmen at \$1,500 each, and two transcribing clerks at \$1,500 each; said force being actually required for the current office work.			
<i>Office of surveyor general of Dakota:</i>			
Surveyor general (R. S., p. 388, sec. 2208; appropriated, p. 559, 22 Stat.)	2, 500	.....	.....
Clerks in his office (R. S., p. 391, sec. 2226)	12, 900	15, 400	11, 400
NOTE.—The estimate of \$12,900 for clerk hire is for chief clerk at \$1,800, chief draughtsman at \$1,500, and six assistant clerks at \$1,200 each, making \$10,500; also \$2,400 for additional clerk hire, attendant upon surveys of exterior and standard lines west of Missouri River and within the present Sioux reservation expected to be relinquished.			
<i>Office of surveyor general of Florida:</i>			
Surveyor general (R. S., p. 388, sec. 2208)	2, 000	.....	.....
Clerks in his office (R. S., p. 391, sec. 2226)	5, 400	7, 400	4, 800
NOTE.—The \$5,400 estimated for clerk hire is for chief clerk at \$1,000, draughtsman at \$1,400, one transcribing clerk at \$1,200, and one translator at \$1,200. A large amount of office work is in arrears, and there are many old Spanish official documents on file in the surveyor general's office which should be translated without further delay, while they can be read.			
<i>Office of surveyor general of Idaho:</i>			
Surveyor general (R. S., p. 389, sec. 2210)	3, 000	.....	.....
Clerks in his office (R. S., p. 391, sec. 2226)	3, 800	6, 800	5, 000
<i>Office of surveyor general of Louisiana:</i>			
Surveyor general (R. S., p. 388, sec. 2208)	2, 000	.....	.....
Clerks in his office (R. S., p. 391, sec. 2226)	13, 500	15, 500	15, 800
<i>Office of surveyor general of Minnesota:</i>			
Surveyor general (R. S., p. 388, sec. 2208)	2, 000	.....	.....
Clerks in his office (R. S., p. 391, sec. 2226)	8, 000	10, 000	10, 000
<i>Office of surveyor general of Montana:</i>			
Surveyor general (R. S., p. 389, sec. 2210)	3, 000	.....	.....
Clerks in his office (R. S., p. 391, sec. 2226)	12, 100	15, 100	10, 500
NOTE.—The estimate of \$12,100 for clerk hire is mostly for the pay of clerks for regular office work attendant upon necessary increased public surveys, to meet the demands of settlers and enable them to secure title to their lands without long delays, and also to bring up arrears of work, such as indexing, correcting, and arranging the records of surveys of past years, heretofore neglected. The extension and completion of the Northern Pacific Railroad through Montana will greatly increase the call for surveys there.			
<i>Office of surveyor general of Nevada:</i>			
Surveyor general (R. S., p. 389, sec. 2210)	3, 000	.....	.....
Clerks in his office (R. S., p. 391, sec. 2226)	4, 000	7, 000	5, 500
NOTE.—The \$4,000 estimated for clerk hire is actually necessary for the pay of clerks to attend to the regular office work upon public surveys.			
<i>Office of surveyor general of Nebraska and Iowa:</i>			
Surveyor general (R. S., p. 388, sec. 2209)	2, 000	.....	.....
Clerks in his office (R. S., p. 391, sec. 2226)	4, 000	6, 000	6, 000
NOTE.—The \$4,000 for clerk hire is estimated to pay a chief clerk \$2,000, draughtsman \$1,300, and a copyist \$1,100.			
<i>Office of surveyor general of New Mexico:</i>			
Surveyor general (R. S., p. 389, sec. 2210)	3, 000	.....	.....
Clerks in his office (R. S., p. 391, sec. 2226)	12, 500	15, 500	8, 500
NOTE.—The \$12,500 for clerk hire is estimated for pay of chief clerk and translator at \$2,000, assistant translator at \$1,500, and			

Estimates of appropriations required for the surveying service, &c.—Continued.

Detailed objects of expenditure, and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the current fiscal year ending June 30, 1884.
<i>Salaries of surveyors general and their clerks—Continued.</i>			
six clerks and draughtsmen at \$1,500 each per annum. In addition to the current office work on surveys there is a large amount in arrears, such as descriptive notes of surveys, translation of Spanish grants, and making maps of mining and private land claims for United States local land offices. Notes of private claims and mining claims are to be recorded, that never having yet been begun.			
Office of surveyor general of Oregon:			
Surveyor general (R. S., p. 388, sec. 2209)	\$2,500		
Clerks in his office (R. S., p. 391, sec. 2226)	5,700	\$8,200	\$7,000
NOTE.—The estimate of \$5,700 for clerk hire is to cover the pay of a chief clerk at \$1,800, one draughtsman at \$1,500, and two transcribing clerks at \$1,200 each, all necessary for the transaction of the current office work.			
Office of surveyor general of Utah:			
Surveyor general (R. S., p. 389, sec. 2210)	3,000		
Clerks in his office (R. S., p. 391, sec. 2226)	4,500	7,500	5,500
NOTE.—The \$4,500 estimated for clerk hire is necessary to attend to the regular office work on public surveys.			
Office of surveyor general of Washington:			
Surveyor general (R. S., p. 388, sec. 2209)	2,500		
Clerks in his office (R. S., p. 391, sec. 2226)	8,700	11,200	8,000
NOTE.—The estimate of \$8,700 for clerk hire is for pay of chief clerk at \$1,800, chief draughtsman at \$1,700, assistant draughtsman at \$1,000, and three copying clerks at \$1,200 each per annum. A large amount of office work is in arrears, viz, indexing and arranging for convenient reference all the older records from ten to thirty years past.			
Office of surveyor general of Wyoming:			
Surveyor general (R. S., p. 389, sec. 2210)	3,000		
Clerks in his office (R. S., p. 391, sec. 2226)	5,000	8,000	6,000
NOTE.—The estimate of \$5,000 for clerk hire is for three clerks and draughtsmen to attend to increasing office work on public surveys and bring up arrears of work, consisting of the descriptive lists and plats for the United States local land offices, of which there are several hundred in arrears.			
Total for salaries of surveyors general and clerk hire	190,400	190,400	153,500

NOTE.—In submitting the foregoing estimates attention is respectfully invited to the fact that while the sums estimated for salaries of surveyors general amount to \$44,500, which is an excess of \$6,650 over the amounts appropriated by Congress for salaries of said officers for the year ending June 30, 1884, yet the amounts hereinbefore estimated for said salaries are authorized by specific provisions of law, referred to in the estimates, except in the case of Dakota, where the organic act fixes the salary at \$2,000, but by annual appropriation the salary has been increased to \$2,500, which is the amount estimated.

F.—RAILROAD DIVISION.

This division has charge of the adjustment of railroad, wagon-road, and canal grants, and of contests between settlers and the various grantees; also of the work arising under the several acts of Congress granting the right of way through the public lands.

The reports of construction of land-grant railroads during the fiscal year show an aggregate of 1,210.68 miles, which, with those previously reported (16,239.10 miles), make a total of 17,449.78 miles, distributed as follows:

States and Territories.	Miles.	States and Territories.	Miles.
Alabama.....	822.00	Mississippi.....	406.00
Arkansas.....	620.16	Missouri.....	703.00
Arizona.....	200.00	Montana.....	508.00
California.....	1,228.89	Nebraska.....	832.00
Colorado.....	298.00	Nevada.....	460.00
Dakota.....	425.58	New Mexico.....	150.00
Florida.....	313.10	Oregon.....	227.00
Idaho.....	87.00	Texas (where there are no United States lands).....	342.87
Illinois.....	705.72	Utah.....	255.00
Indian Territory.....	205.00	Washington.....	286.00
Iowa.....	1,672.00	Wisconsin.....	689.00
Kansas.....	1,654.00	Wyoming.....	400.00
Louisiana.....	412.00		
Michigan.....	1,148.96		
Minnesota.....	2,398.50	Total.....	17,449.78

During the fiscal year there were patented for railroad purposes 477,740.24 acres, an increase, as compared with the previous year, of 301,333.58 acres. There were also patented for wagon-road purposes 440,856.52 acres, an increase of that amount as compared with the previous year. No certifications were made for canals.

Twelve railroad patents, covering 124 pages of record, and one wagon-road patent, covering 30 pages, were issued.

The lists of selections awaiting examination or action at the close of the fiscal year covered 3,070,453.41 acres, an increase, as compared with the previous year, of 1,112,060.62 acres.

In the appropriate place in this report will be found tables showing the condition of the adjustment of the various grants at the close of the fiscal year.

Of contested cases there remained awaiting final action 1,014. Of these, 718 have received some action, and 296 have received no attention, save to enter them upon the docket.

There were pending 453 applications to file for or enter lands within railroad limits. These applications, which are in the nature of contested cases, have received no attention whatever.

Of *ex parte* cases there remained for final action 5,424. Of these, 746 have received partial action, and 4,678 have not been reached for examination.

The number of letters received and registered was 4,328; the number written was 4,519, covering 4,192 pages of record.

The number of railroad companies claiming the right of way through the public lands under various laws is steadily increasing. A table herewith shows the roads so claiming.

The preparation of reports for Congress, and answering letters from individuals concerning specific tracts and cases in contest which had not been reached for examination and decision, consumed much of the time of the employés of the division.

PUBLIC LANDS.

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Statement exhibiting land concessions by acts of Congress to States and corporations for railroad and military wagon road purposes from the year 1820 to June 30, 1863.

States.	Date of law.	Statute.	Page.	Name of road.	Mile limits.	Number of acres certified or patented for the year ending June 30, 1863.	Number of acres certified or patented up to June 30, 1863.
Illinois	Sept. 20, 1850	9	466	.....	6 and 15	.....	2,565,063.00
Mississippi	Sept. 21, 1850	9	466	.....	6 and 15	.....	6737, 130.29
Do	Aug. 11, 1856	11	80	.....	6 and 15	.....	194,028.41
Do	Aug. 11, 1856	11	80	.....	6 and 15	.....	.....
Alabama	Sept. 20, 1850	9	466	Mobile and Ohio River	6 and 15	.....	6410, 528.44
Do	May 17, 1854	11	15	Alabama and Florida	6 and 15	.....	384, 52.09
Do	June 3, 1854	11	17	Selma, Rome and Dalton	6 and 15	.....	457, 215.37
Do	May 23, 1857	17	159	Act confirming lands heretofore certified to the State for the Alabama and Tennessee Railroad.	6 and 15	.....	.....
Do	June 3, 1856	11	17	Coosa and Tennessee	6 and 15	.....	167, 784.96
Do	June 3, 1856	11	17	Mobile and Girard	6 and 15	.....	6504, 145.86
Do	June 3, 1856	11	17	Alabama and Chattanooga	6 and 15	.....	601, 970.47
Do	Apr. 10, 1856	16	45	Act to renew certain grants of land to the State of Alabama	6 and 15	.....	.....
Do	June 3, 1856	11	17	South and North Alabama	6 and 15	.....	436, 908.37
Do	June 3, 1856	11	17	Act amending the sixth section of the original act	6 and 15	.....	.....
Do	Mar. 3, 1857	11	290	Act to renew certain grants to the State of Alabama	6 and 15	.....	.....
Do	Mar. 3, 1857	16	590	Atlantic, Gulf and West India Transit (formerly Florida Railroad)	6 and 15	.....	.....
Florida	May 17, 1856	11	15	.....	6 and 15	.....	290, 183.28
Do	May 17, 1856	11	15	Florida and Alabama	6 and 15	.....	165, 668.00
Do	May 17, 1856	11	15	Pensacola and Georgia	6 and 15	.....	81, 275, 579.53
Do	May 17, 1856	11	15	Florida, Atlantic and Gulf Central	6 and 15	.....	830, 364.18
Louisiana	June 3, 1856	11	18	North Louisiana and Texas	6 and 15	.....	233, 212.08
Do	June 3, 1856	11	18	New Orleans, Opelousas and Great Western	6 and 15	.....	6719, 183.79
Do	July 14, 1870	16	277	United States all the lands in the State, and Southern time for completion of first	6 and 15	.....	1, 115, 116.89
Arkansas	Feb. 3, 1853	10	155	.....	Additional 5	.....	6208, 900.17
Do	July 29, 1868	14	339	.....	.....	.....	.....
Do	May 6, 1870	16	378	.....	.....	.....	.....

For reference to the State line; hence, Alabama has approved to her more, and Mississippi and line in the respective States, taken no action to that end. 1856, 227,879 94 acres within the limits of the grant of March 3, 1871, to the New Orleans, Market in March, 1872, under the act of July 14, 1870.

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Statement exhibiting land concessions by acts of Congress to States and corporations for railroad and military wagon-road purposes, &c.—Continued.

States.	Date of law.	Section.	Name of road.	Mile limits.	Number of acres certified or patented for the year ending June 30, 1883.	Number of acres certified or patented up to June 30, 1883.
Arkansas	Feb. 9, 1853	10	Little Rock and Fort Smith	6 and 15	129,833.42	550,584.00
Do	July 28, 1866	338	do	Additional 5		500,000.88
Do	Apr. 10, 1869	16	Act extending the time for completion of first twenty			
Do	Mar. 3, 1870	70	of sale of lands.			
Do	Feb. 9, 1853	155	Memphis and Little Rock	6 and 15		127,228.51
Do	July 28, 1866	338	do	Additional 5		12,716.68
Do	July 4, 1866	14	Saint Louis and Iron Mountain	10 and 20		724,942.36
Missouri	June 10, 1853	8	South west branch of the Pacific Road	6 and 15		602,182.34
Do	June 5, 1862	12	Act extending the time for completion of road for ten years			63,204.17
Do	June 10, 1872	8	Southern	6 and 15		
Do	Feb. 9, 1853	10	do	Additional 5		
Do	July 28, 1866	338	Saint Louis and Iron Mountain	10 and 20		232,052.80
Do	July 4, 1866	14	Burlington and Missouri River	6 and 15		96,648.55
Iowa	May 15, 1856	11	do	20		
Do	June 2, 1864	13	Act authorizing the company to change or modify the loca-			
Do	July 1, 1864	13	its line.			
Do	Mar. 3, 1865	12	Act extending the time for completion of road for two years			
Do	Feb. 10, 1865	14	completion of road	6 and 15		6481,974.36
Do	May 15, 1856	11	do	20		161,172.81
Do	June 2, 1864	13	do			
Do	Mar. 3, 1865	12	Act extending the time for completion of road for two years			
Do	Jan. 31, 1873	17	rain lands in the State of Iowa			
Do	June 15, 1878	20	is in Iowa to settlement under			
Do	May 15, 1856	11	4 River	6 and 15		6782,469.83
Do	June 2, 1864	13	completion of road for two years	20		389,060.30
Do	Mar. 3, 1865	12	do	6 and 15		6559,407.96
Do	May 15, 1856	11	to change its line			
Do	June 2, 1864	13	Act extending the time for completion of road for two years			
Do	Mar. 3, 1865	12	Act extending the time for completion of road to January 1,			
Do	Mar. 3, 1865	12	1872.			
Do	May 15, 1856	11	Iowa Falls and Sioux City	6 and 15		663,922.86
Do	Mar. 3, 1865	12	Act extending the time for completion of road for two years	5		609,001.06
Do	Aug. 3, 1846	9	Des Moines Valley			
Do	July 12, 1862	12	McGregor and Milwaukee River	10 and 20		138,187.60
Do	May 12, 1864	13	Chicago, Milwaukee and Saint Paul	10 and 20		186,602.00
Do	May 12, 1864	13				

PUBLIC LANDS.

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Do. Michigan	May 12, 1864 June 2, 1866 Mar. 2, 1878	79 81 480	Mount City and McInt. Paul Port Huron and Lake Michigan Joint resolution releasing the revolutionary claim and in- terest of the United States in and to certain lands in Michigan.	10 and 20 6 and 15	407,810.31 21,607.48
Do.	June 2, 1866	21	Jackson, Lansing and Saginaw	6 and 15	744,000.30
Do.	July 2, 1866	78	Act extending the time for completion of road seven years, &c.		
Do.	Mar. 2, 1867	435	Act extending the time for completion of first twenty miles of road.		
Do.	Mar. 2, 1871	586	northern terminus from Traver- kine, and for other purposes.	6 and 15	625,000.11
Do.	June 3, 1856	11	a from Fort Wayne, Ind., to	6 and 20	525,007.91
Do.	June 7, 1864	119	pletion of road eight years	6 and 15	512,337.43
Do.	Mar. 2, 1865	13	for completion of road		
Do.	June 3, 1856	13	ity to change the western termi-		
Do.	Feb. 17, 1865	13	nus of its road.		
Do.	July 2, 1860	14	Act extending time for completion of road five years	6 and 15	457,411.30
Do.	Mar. 2, 1871	16	Marquette, Houghton and Ontonagon	20	
Do.	June 2, 1856	11	do		
Do.	Mar. 2, 1865	13	Resolution extending time for completion of road, &c.		
Do.	May 20, 1868	15	ntonagon Railroad		
Do.	Apr. 20, 1871	17	a part of its road.		
Do.	June 3, 1856	11	Act to quiet title to the lands of the settlers on lands claimed by the West Wisconsin Railway Company.	6 and 15	128,000.00
Do.	Mar. 2, 1865	13	Wisconsin Railroad Term-Mortgage Land Company.	200 sections	128,000.00
Do.	July 27, 1863	15	Act amendatory of the original act.	6 and 15	517,523.60
Do.	June 2, 1855	11	Saint Croix and Lake Superior	20	
Do.	May 5, 1864	13	do		
Do.	June 3, 1856	11	Branch to Hayfield	6 and 15	327,903.60
Do.	May 5, 1864	13	do	18 and 20	474,912.20
Do.	June 2, 1856	11	route in Wisconsin, &c.		
Do.	Apr. 25, 1862	12	a of road five years	6 and 15	46,040.11
Do.	Mar. 2, 1865	13	along the full extent of	6 and 15	524,538.75
Do.	Mar. 2, 1860	15		10 and 20	314,852.41
Do.				6 and 15	545,575.76

a. Includes 35,895.49 acres of the Chicago, Rock Island and Pacific Railroad, 100,754.85 acres of the Cedar Rapids and Missouri River Railroad, and 77,585.22 acres of the Dubuque and Sioux City Railroad, situated in the old Des Moines River grant of August 8, 1848, which amounts are a loss to the roads by the decision of the United States Supreme Court in the case of Wolcott vs. Des Moines Company (5 Wallace, 681).

Statement exhibiting land concessions by acts of Congress to States and corporations for railroad and military wagon-road purposes, &c.—Continued.

States.	Date of law.	§ of Act.	Name of road.	Mile limits.	Number of acres certified or patented for the year ending June 30, 1893.	Number of acres certified or patented up to June 30, 1893.
Wisconsin	May 5, 1864	13	Act extending the time for completion of the road nine months.	10 and 20	64,584.91	642,148.47
Do.	June 21, 1866	14	Act extending the time for completion of the road nine months.	10 and 20	64,584.91	642,148.47
Do.	Apr. 9, 1874	18	Act extending the time for completion of the road nine months.	10 and 20	64,584.91	642,148.47
Minnesota	Mar. 3, 1867	11	Act extending the time for completion of the road nine months.	6 and 15	496,482.48	496,482.48
Do.	Mar. 3, 1868	12	Act extending the time for completion of the road nine months.	10 and 20	794,642.66	794,642.66
Do.	Mar. 3, 1873	17	Act extending the time for completion of the road nine months.	10 and 20	436,606.16	436,606.16
Do.	Mar. 3, 1867	11	Act extending the time for completion of the road nine months.	10 and 20	64,083.86	64,083.86
Do.	Mar. 3, 1868	12	Act extending the time for completion of the road nine months.	10 and 20	64,083.86	64,083.86
Do.	July 12, 1862	12	Act extending the time for completion of the road nine months.	10 and 20	64,083.86	64,083.86
Do.	Mar. 3, 1871	16	Act extending the time for completion of the road nine months.	10 and 20	64,083.86	64,083.86
Do.	Mar. 3, 1873	17	Act extending the time for completion of the road nine months.	10 and 20	64,083.86	64,083.86
Do.	June 22, 1874	18	Act extending the time for completion of the road nine months.	10 and 20	64,083.86	64,083.86
Do.	Mar. 3, 1857	11	Act extending the time for completion of the road nine months.	10 and 20	64,083.86	64,083.86
Do.	Mar. 3, 1865	12	Act extending the time for completion of the road nine months.	10 and 20	64,083.86	64,083.86
Do.	Mar. 3, 1867	11	Act extending the time for completion of the road nine months.	10 and 20	64,083.86	64,083.86
Do.	Mar. 3, 1868	12	Act extending the time for completion of the road nine months.	10 and 20	64,083.86	64,083.86
Do.	July 12, 1866	14	Act extending the time for completion of the road nine months.	10 and 20	64,083.86	64,083.86
Do.	Jan. 13, 1873	17	Act extending the time for completion of the road nine months.	10 and 20	64,083.86	64,083.86
Do.	Mar. 3, 1857	11	Act extending the time for completion of the road nine months.	10 and 20	64,083.86	64,083.86
Do.	May 12, 1864	13	Act extending the time for completion of the road nine months.	10 and 20	64,083.86	64,083.86
Do.	July 13, 1866	14	Act extending the time for completion of the road nine months.	10 and 20	64,083.86	64,083.86
Minnesota	May 5, 1864	13	Act extending the time for completion of the road nine months.	10 and 20	64,083.86	64,083.86
Do.	July 13, 1866	14	Act extending the time for completion of the road nine months.	10 and 20	64,083.86	64,083.86
Do.	Mar. 3, 1867	11	Act extending the time for completion of the road nine months.	10 and 20	64,083.86	64,083.86
Do.	Mar. 3, 1868	12	Act extending the time for completion of the road nine months.	10 and 20	64,083.86	64,083.86
Do.	July 4, 1866	14	Act extending the time for completion of the road nine months.	10 and 20	64,083.86	64,083.86
Do.	July 13, 1866	14	Act extending the time for completion of the road nine months.	10 and 20	64,083.86	64,083.86

PUBLIC LANDS.

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Do	July 1, 1865	14	67	Heating and Dakota	10 and 20	212,776.27
Do	July 1, 1865	14	67	Amendatory act	10 and 20	8 229,121.07
Do	Mar. 2, 1865	12	772	Leavenworth, Lawrence and Galveston		
Do	July 1, 1864	12	329	Act authorizing change of route of branch line		
Do	Apr. 10, 1871	17	5	Act authorizing the company to relocate a portion of its road.		
Do	July 24, 1870	10	161	Act declaring a portion of the grant forfeited.	10 and 20	4,984,185.26
Do	Mar. 2, 1863	12	772	Missouri, Kansas and Texas		
Do	July 1, 1866	13	329	Grant from Emporia to a point near		
Do	July 23, 1866	14	229	to Fort Riley to the southern		
Do	Mar. 2, 1865	12	772	side.		
Do	July 24, 1866	14	319	and Santa Fe	10 and 20	52,745,778.47
Do	July 25, 1866	14	229	over City	10 and 20	442,571.24
Do	Mar. 2, 1877	13	494	Scout and Gulf	10 and 20	126.94
Corporations.	July 1, 1863	12	409	rights of settlers upon certain railroad		
Do	July 2, 1864	12	326	The first five sections of an act granting		
Do	July 2, 1866	14	79	lands to the State of Kansas to aid in the construction of		
Do	July 24, 1866	14	397	the Union Pacific from a point near Omaha, Neb., to a point	10	340.80
Do	Apr. 10, 1869	16	56	near Ogden, in Utah Territory.	20	1,964,523.03
Do	May 6, 1870	16	121	Union Pacific		
Do	May 7, 1878	20	56	Act authorizing the location of the Union Pacific Rail-		
Do	July 1, 1862	12	495	road from Omaha westward.		
Do	July 2, 1864	13	255	Resolution granting the right of way through military re-		
Do	July 2, 1866	14	79	serve, &c.		
Do	Apr. 10, 1869	16	56	States in the Union Pacific and Central Pacific Railroads,		
Do	May 6, 1870	16	121	in terminus of the roads	10	58,444.72
Do	May 7, 1878	20	56	of the Union Pacific and	20	768,879.49
Do	July 1, 1862	12	495	Central Pacific		
Do	July 2, 1864	13	255	do		
Do	July 2, 1866	14	79	Act authorizing the location of the Central Pacific Rail-		
Do	Apr. 10, 1869	16	56	road eastward.		
Do	May 6, 1870	16	121			
Do	May 7, 1878	20	56			

1 Branch of the Saint Paul and Pacific Railroad and afterwards included in a
 2 the State and company in favor of actual settlers, pursuant to the act of the
 3
 4
 5 under the decision of the Supreme Court in the case of the Leavenworth, Law.
 6 der the decision cited in the preceding note.

a The amount here
 b patent issued to the Wes
 c legislature approved Mar
 d 160 acres relinquish
 e includes 186,658.72
 f rous and Galveston Rail
 g includes 270,170.79

PUBLIC LANDS.

[illegible]

Statement exhibiting land concessions by acts of Congress to States and corporations for railroad and military wagon-road purposes, &c.—Continued.

States.	Date of law.	Sec. P.	Name of road.	Mile limits.	Number of acres certified or patented for the year ending June 30, 1883.	Number of acres certified or patented up to June 30, 1883.
Oregon	July 2, 1864	13				322,752.49
Do	Dec. 26, 1866	14				57,578.74
Do	Mar. 3, 1869	15				76,883.38
Do	July 4, 1868	14				643,742.13
Do	July 5, 1868	14			444,865.82	
Do	July 15, 1870	16		3 alternate sections within limits of 6 miles.		123,910.23
Do	Feb. 27, 1867	14		3 and 10		104,080.11
Do	Mar. 3, 1869	15		3 and 8		

Statement exhibiting land concessions, &c.—Continued.

RECAPITULATION.

States.	Number of acres certified or pat- ented for the year ending June 30, 1883.	Number of acres certified or pat- ented up to June 30, 1882.
Illinois.....		2, 595, 053. 00
Mississippi.....		935, 158. 70
Alabama.....		2, 882, 076. 40
Florida.....		1, 760, 834. 98
Louisiana.....		1, 072, 406. 47
Arkansas.....	139, 853. 62	2, 516, 665. 11
Missouri.....		1, 395, 429. 87
Iowa.....		4, 706, 458. 39
Michigan.....		3, 229, 010. 84
Wisconsin.....	66, 504. 91	2, 874, 088. 79
Minnesota.....	84, 098. 96	7, 832, 750. 24
Kansas.....		4, 418, 906. 28
Corporations.....	290, 457. 49 187, 282. 75	36, 248, 839. 07 11, 422, 946. 65
Total railroad grants.....	477, 740. 24	47, 671, 785. 72
Deduct amount of land declared forfeited by Congress.....		667, 741. 76
Wagon roads:		47, 004, 043. 96
Wisconsin.....		302, 930. 96
Michigan.....		221, 013. 85
Oregon.....	440, 856. 52	1, 217, 953. 28
		1, 741, 897. 59
		47, 004, 043. 96
Total.....	918, 596. 76	48, 745, 941. 55

Statement exhibiting land concessions by acts of Congress to States for canal purposes from the year 1824 to June 30, 1883.

States.	Date of laws.	Statutes.	Page.	Name of canal.	Total number of acres granted and certified.
Indiana.....	Mar. 26, 1824	4	47	Wabash and Erie Canal.....	234, 246. 73
Do.....	Mar. 2, 1827	4	236		29, 552. 50
Do.....	May 29, 1830	4	416		259, 368. 48
Do.....	Feb. 27, 1841	5	414		24, 219. 83
Do.....	Aug. 29, 1842	5	542		796, 630. 19
Do.....	Mar. 3, 1845	5	731		113, 348. 33
Do.....	May 9, 1848	9	219		
Ohio.....	Mar. 2, 1827	4	236	Wabash and Erie Canal.....	266, 535. 00
Do.....	June 30, 1834	4	716		
Ohio (sec. 3).....	Aug. 31, 1852	10	143	Act confirming the canal selections under acts of 1827 and 1828, in the State of Ohio.	
Do.....	Mar. 2, 1855	10	634		
Do.....	May 24, 1828	4	305	Miami and Dayton.....	333, 826. 00
Do.....	Apr. 2, 1830	4	393		
Ohio (sec. 5).....	May 24, 1828	4	306	General canal purposes.....	500, 000. 00
Ohio (sec. 3).....	Aug. 31, 1852	10	143	Provision for settlement of claim of Ohio for canal lands, under acts of 1827 and 1828.	
Illinois.....	Mar. 2, 1827	4	234	Canal to connect the waters of the Illinois River with those of Lake Michigan.	290, 915. 00
Do.....	Aug. 3, 1854	10	344		
Wisconsin.....	June 18, 1838	5	245	Milwaukee and Rock River Canal.....	125, 431. 00
Do.....	Apr. 10, 1866	14	39	Breakwater and Harbor Ship Canal.....	
Do.....	Mar. 1, 1872	10	32	Act extending the time for completion of canal to April 10, 1874.	200, 000. 00
Do.....	Mar. 7, 1874	18	20		
Do.....	Mar. 7, 1874	18	20	Act extending the time for completion of canal to April 10, 1876.	
Do.....	Mar. 7, 1874	18	20		
Michigan.....	Aug. 26, 1852	10	35	Saint Mary's Ship Canal.....	750, 000. 00
Do.....	Mar. 3, 1865	13	319	Portage Lake and Lake Superior Ship Canal.	200, 000. 00
Do.....	July 3, 1866	14	81	do.....	200, 000. 00
Do.....	July 3, 1866	14	80	Lac La Belle Ship Canal ..	100, 000. 00

RECAPITULATION.

Indiana.....	1,457,366.06
Ohio.....	1,100,361.00
Illinois.....	290,915.00
Wisconsin.....	325,431.00
Michigan.....	1,250,000.00

Total quantity granted and certified 4,424,073.06

Rights of way granted to railway companies in certain States and Territories.

States and Territories.	Date of laws.	Statutes.	Page.	Name of company.
Arizona.....	Mar. 3, 1875	18	482	Arizona Northern Railway.
Do.....	Mar. 3, 1875	18	482	Arizona and Nevada Railroad and Navigation.
Do.....	Mar. 3, 1875	18	482	Arizona Southern Railroad.
Do.....	Mar. 3, 1875	18	482	Arizona Narrow Gauge Railroad.
Do.....	Mar. 3, 1875	18	482	Colorado River and Silver District Railroad.
Do.....	Mar. 3, 1875	18	482	New Mexico and Arizona Railroad.
Do.....	Mar. 3, 1875	18	482	Southern Pacific Railroad.
Do.....	Mar. 3, 1875	18	482	Tucson and Gulf of California Railroad.
Arkansas.....	Mar. 3, 1875	18	482	Missouri, Arkansas and Southern Railroad.
Do.....	Mar. 3, 1875	18	482	Springfield and Memphis Railroad.
Do.....	Mar. 3, 1875	18	482	Eureka Springs Railway Company.
California.....	Mar. 3, 1875	18	482	Bodie Railway and Lumber.
Do.....	Mar. 3, 1875	18	482	Bodie and Benton Railway and Commercial.
Do.....	Aug. 4, 1852	10	28	California and Northern Railroad.
Do.....	Mar. 3, 1875	18	482	California Southern Railroad.
Do.....	Mar. 3, 1875	18	482	California Southern Extension Railroad.
Do.....	June 20, 1874	18	130	Nevada County Narrow-Gauge Railroad.
Do.....	Mar. 3, 1875	18	482	Salmon Creek Railroad.
Do.....	Mar. 3, 1875	18	482	San Francisco and Ocean Shore Railroad.
Do.....	Aug. 4, 1852	10	28	San Joaquin and Mount Diablo Railroad.
Do.....	Mar. 3, 1875	18	482	South Pacific Coast Railroad.
California and Nevada.....	Mar. 3, 1875	18	482	California Central Railway.
Colorado.....	June 23, 1874	18	274	Arkansas Valley Railway.
Do.....	Mar. 3, 1875	18	482	Arkansas Valley and New Mexico Railway.
Do.....	Mar. 3, 1875	18	482	Baker's Park and Lower Animas Railroad.
Do.....	Mar. 3, 1875	18	482	Boulder, Left Hand and Middle Park Railroad and Telegraph.
Do.....	Mar. 3, 1875	18	482	Burlington and Colorado Railroad.
Do.....	Mar. 3, 1875	18	482	Cañon City and San Juan Railroad.
Do.....	Mar. 3, 1875	18	482	Colorado and New Mexico Railroad.
Do.....	Mar. 3, 1875	18	482	Colorado Western Railroad.
Do.....	Mar. 3, 1875	18	482	Denver and Middle Park Railway.
Do.....	Mar. 3, 1875	18	482	Denver and New Orleans Railroad.
Do.....	Mar. 3, 1875	18	482	Denver, Rollinsville and Western Railroad.
Do.....	Mar. 3, 1875	18	482	Denver, Salt Lake and Western Railroad.
Do.....	Mar. 3, 1875	18	482	Denver Southern Railway.
Do.....	Mar. 3, 1875	18	482	Denver, South Park and Leadville Railroad.
Do.....	Mar. 3, 1875	18	482	Denver, South Park and Pacific Railroad.
Do.....	Mar. 3, 1875	18	482	Denver, Utah and Pacific Railroad.
Do.....	Mar. 3, 1875	18	482	Denver, Western and Pacific Railway.
Do.....	Mar. 3, 1875	18	482	Gray's Peak, Snake River and Leadville Railroad.
Do.....	Mar. 3, 1875	18	482	Greeley, Bear River and Pacific Railroad.
Do.....	Mar. 3, 1875	18	482	Greeley, Grand River and Gunnison Railroad.
Do.....	Mar. 3, 1875	18	482	Longmont, Middle Park and Pacific Narrow-Gauge Railway.
Do.....	Mar. 3, 1875	18	482	Monarch Pass, Gunnison and Dolores Railway.
Do.....	Mar. 3, 1875	18	482	Mount Carbon, Gunnison and Lake City Railroad.
Do.....	Mar. 3, 1875	18	482	North Park and Grand River Valley Railroad.
Do.....	Mar. 3, 1875	18	482	Pueblo and Arkansas Valley Railroad.
Do.....	Mar. 3, 1875	18	482	Pueblo and Salt Lake Railway.
Do.....	Mar. 3, 1873	18	482	Pueblo and Silver Cliff Railway.
Do.....	Mar. 3, 1875	18	482	Saint Vrain Railroad.
Do.....	Mar. 3, 1875	18	482	Spanish Range Railway.
Do.....	Mar. 3, 1875	18	482	Upper Arkansas, San Juan and Pacific Railroad.
Do.....	Mar. 3, 1875	18	482	Wet Mountain Valley Railroad.
Do.....	Mar. 3, 1875	18	482	Colorado Northern Railway.
Do.....	Mar. 3, 1875	18	482	Georgetown, Breckenridge and Leadville Railway.
Colorado and New Mexico {	June 8, 1872	17	339	Denver and Rio Grande Railway.
Colorado and New Mexico {	Mar. 3, 1875	18	516	
	Mar. 3, 1875	18	482	
Colorado and Wyoming.....	Mar. 3, 1877	19	405	
Do.....	Mar. 3, 1875	18	482	Colorado Central Railroad.
Do.....	Mar. 3, 1875	18	482	Greeley, Salt Lake and Pacific Railway.

Rights of way granted to railway companies, &c.—Continued.

States and Territories.	Date of laws.	Statutes.	Page.	Name of company.
Dakota	Mar. 3, 1875	18	482	Bear Butte and Deadwood Railroad.
Do	Mar. 3, 1875	18	482	Black Hills Railroad.
Do	Mar. 3, 1875	18	482	Casselman Branch Railroad.
Do	Mar. 3, 1875	18	482	Central City, Deadwood and Eastern Railroad.
Do	Mar. 3, 1875	18	482	Chicago, Milwaukee and Saint Paul Railway.
Do	Mar. 3, 1875	18	482	Dakota Central Railway.
Do	June 1, 1872	17	202	Dakota Grand Trunk Railway.
Do	May 27, 1872	17	162	Dakota Southern Railroad.
Do	Mar. 3, 1875	18	482	Dakota Railroad.
Do	Mar. 3, 1875	18	482	Deadwood and Red Water Valley Railway.
Do	Mar. 3, 1875	18	482	Fargo and Southwestern Railroad.
Do	Mar. 3, 1875	18	482	Saint Paul, Minneapolis and Manitoba Railway.
Do	Mar. 3, 1875	18	482	Saint Paul and Sioux City Railway.
Do	Mar. 3, 1875	18	482	Black Hills and Fort Pierre Railroad.
Do	Mar. 3, 1875	18	482	Ellendale and Wahpeton Railroad.
Do	Mar. 3, 1875	18	482	Jamestown and Northern Railroad.
Do	Mar. 3, 1875	18	482	Northern Pacific, Fergus and Black Hills Railroad.
Do	Mar. 3, 1875	18	482	Sioux Falls Railroad.
Do	Mar. 3, 1875	18	482	Traverse and Jamestown Railroad.
Florida	June 4, 1872	17	224	Great Southern Railway.
Do	June 7, 1872	17	280	Jacksonville and Saint Augustine Railroad.
Do	Mar. 3, 1875	18	482	Florida Southern Railway.
Do	Mar. 3, 1875	18	482	Palatka and Indian River Railway.
Florida and Alabama	Mar. 3, 1875	18	509	Jacksonville, Pensacola and Mobile Railroad.
Do	June 8, 1872	17	340	Pensacola and Louisville Railroad.
Do	Mar. 3, 1875	18	482	West Florida and Mobile Railroad.
Idaho	Mar. 3, 1875	18	482	Idaho, Clearwater and Montana Transportation.
Iowa	June 4, 1872	17	220	Davenport and Saint Paul Railroad.
Kansas	Mar. 3, 1875	18	482	Saint Louis, Wichita and Western Railway.
Do	Mar. 3, 1875	18	482	Southern Kansas and Western Railroad.
Louisiana	Mar. 3, 1875	18	482	Louisiana Western Railroad.
Louisiana	Mar. 3, 1875	18	482	Natchez, Red River and Texas Railroad.
Michigan	Mar. 3, 1875	18	482	Chicago and Northwestern Railway (successor to Menominee River Railroad).
Do	Mar. 3, 1875	18	482	Detroit, Mackinac and Marquette Railroad.
Minnesota	Mar. 3, 1875	18	482	Barnesville and Moorhead Railway.
Do	Mar. 3, 1875	18	482	Chicago and Dakota Railway.
Do	Mar. 3, 1875	18	482	Minneapolis and Saint Cloud Railroad.
Do	Mar. 3, 1875	18	482	Saint Cloud and Lake Traverse Railway.
Do	Mar. 3, 1875	18	482	Cedar Rapids, Iowa Falls and Northwestern Railway.
Do	Mar. 3, 1875	18	482	Duluth and Iron Range Railroad.
Do	Mar. 3, 1875	18	482	Red River and Lake of the Woods Railway.
Minnesota and Dakota	Mar. 3, 1875	18	482	Worthington and Sioux Falls Railroad.
Do	Apr. 2, 1878	20	32	
Missouri	Mar. 3, 1875	18	482	Kansas City, Springfield and Memphis Railroad.
Do	Mar. 3, 1875	18	482	Missouri and Arkansas Railroad.
Do	Mar. 3, 1875	18	482	Springfield and Southern Railway.
Montana	Mar. 3, 1875	18	482	Montana Railway.
Do	Mar. 3, 1875	18	482	Rocky Mountain Railroad.
Nebraska	Mar. 3, 1875	18	482	Fremont, Elkhorn and Missouri Valley Railroad.
Do	Mar. 3, 1875	18	482	Omaha and Republican Valley Railroad.
Do	Mar. 3, 1875	18	482	Republican Valley Railroad.
Nevada	Mar. 3, 1875	18	482	Eureka and Colorado River Railroad.
Do	Mar. 3, 1875	18	482	Eureka and Palisade Railroad.
Do	Mar. 3, 1875	18	482	Nevada Central Railway.
Do	Mar. 3, 1875	18	482	Nevada Midland Railroad.
Do	Mar. 3, 1875	18	482	Nevada Southern Railway (first division).
Nevada and California	Mar. 3, 1875	18	482	Carson and Colorado Railroad.
Nevada and Oregon	Mar. 3, 1875	18	482	Oregon Central Railway.
New Mexico	June 8, 1872	17	343	New Mexico and Gulf Railway.
Do	Mar. 3, 1875	18	482	New Mexico and Southern Pacific Railroad.
Do	Mar. 3, 1875	18	482	Clifton and Lordsburg Railway.
Do	Mar. 3, 1875	18	482	New Mexican Railroad.
Do	Mar. 3, 1875	18	482	Rio Grande, Mexico and Pacific Railroad.
Do	Mar. 3, 1875	18	482	Southern Pacific Railroad.
Do	Mar. 3, 1875	18	482	Texas, Santa Fé and Northern Railroad.
Oregon	Mar. 3, 1875	18	482	Blue Mountain and Columbia River Railroad.
Do	Mar. 3, 1875	18	482	Roseburg and Port Orford Railroad.
Do	Mar. 3, 1875	18	482	Prospect Hill Company.
Oregon, Idaho, and Utah	Apr. 12, 1872	17	52	Portland, Dalles and Salt Lake Railroad.
Do	Mar. 3, 1873	17	612	
Oregon and Washington	Mar. 3, 1875	18	482	Oregon Railway and Navigation.
Utah	Mar. 3, 1875	18	482	Bingham, Cañon and Camp Floyd Railroad.
Do	Mar. 3, 1875	18	482	Denver and Rio Grande Western Railway.
Do	Mar. 3, 1875	18	482	Echo and Park City Railway (successor to Summit County Railroad).
Do	Mar. 3, 1875	18	482	Ogden and Wyoming Railroad.

Rights of way granted to railway companies, &c.—Continued.

States and Territories.	Date of laws.	Statutes.	Page.	Name of company.
Utah	Mar. 3, 1875	18	482	Salt Lake and Park City Railway.
Do.....	Mar. 3, 1875	18	482	San Pete Valley Railroad.
Do.....	Mar. 3, 1875	18	482	Sevier Valley Railway.
Do.....	Mar. 3, 1875	18	482	Utah and Pleasant Valley Railway.
Do.....	Mar. 3, 1875	18	482	California Short Line Railway.
Do.....	Mar. 3, 1875	18	482	Utah and Nevada Railway.
Do.....	Mar. 3, 1875	18	482	Utah and Wyoming Railway.
Do.....	Mar. 3, 1875	18	482	Utah Central Railroad and Pleasant Valley Branch.
Do.....	Mar. 3, 1875	18	482	Utah Eastern Railroad.
Do.....	Mar. 3, 1875	18	482	Utah Southern Railroad.
Do.....	Mar. 3, 1875	18	482	Utah Southern Railroad Extension.
Do.....	Mar. 3, 1875	18	482	Utah Western Railroad.
Do.....	Mar. 3, 1875	18	482	Wasatch and Jordan Valley Railroad.
Utah, Idaho, and Montana	June 1, 1872	17	212	Utah, Idaho and Montana Railroad.
Do.....	Mar. 3, 1873	17	612	{ Utah Northern Railroad—Utah and Northern Railway.
	June 20, 1878	20	241	
Utah and Nevada.....	Mar. 3, 1875	18	482	Salt Lake and Western Railway.
Washington	Mar. 3, 1875	18	482	Columbia and Puget Sound Railroad.
Do.....	Mar. 3, 1875	18	482	Columbia and Palouse Railroad.
Do.....	Mar. 3, 1875	18	482	Seattle and Walla Walla Railroad.
Do.....	Mar. 3, 1869	15	325	{ Walla Walla and Columbia River Railroad.
	Mar. 3, 1873	17	613	
Do.....	Mar. 3, 1875	18	482	
Wisconsin	Mar. 3, 1875	18	482	Chicago, Saint Paul, Minneapolis and Omaha Railway.
Do.....	Mar. 3, 1875	18	482	Milwaukee, Lake Shore and Western Railway.
Do.....	Mar. 3, 1875	18	482	Menominee Railway.
Do.....	Mar. 3, 1875	18	482	Wisconsin Central Railroad.
Wyoming.....	Mar. 3, 1875	18	482	Evanston and Montana Railroad.
Do.....	Mar. 3, 1875	18	482	Laramie, North Park and Pacific Railroad.
Do.....	Mar. 3, 1875	18	482	Utah and Wyoming Railroad.
Do.....	Mar. 3, 1875	18	482	Wyoming Central Railroad.
Do.....	Mar. 3, 1875	18	482	Wyoming, Montana and Pacific Railroad.
Do.....	Mar. 3, 1875	18	482	Wasatch Iron and Coal Company.
Wyoming and Colorado....	Mar. 3, 1875	18	482	Denver, Yellowstone and Pacific Railway.
Wyoming, Utah, Idaho, and Oregon.	Mar. 3, 1875	18	482	Oregon Short Line Railway.

G.-PRE-EMPTION DIVISION.

The following is a statement of the work performed by the pre-emption division during the year ending June 30, 1883:

Contested cases undecided June 30, 1882	741
Received during the year ending June 30, 1883	215
Total	956
Decided during the year	441
Total undecided June 30, 1883	515
Ex parte cases in division July 1, 1882	11,808
Ex parte cases received during the year ending June 30, 1883.	11,912
Total	23,720
Ex parte cases approved during the year	8,845
Ex parte cases acted upon and suspended	2,333
Total	11,178
Total in division not acted upon June 30, 1883	12,542
During the year there were received 7,792 letters.	
Number of letters written by the division	8,908
Number of pages recorded by the division	6,254
Number of pages copied by the division	3,492

STATE SELECTIONS APPROVED.

	Acres.
For internal improvements	16,784.19
For agricultural colleges	12,512.01
For school indemnity	140,139.36
For universities	9,189.05
Total	178,624.61

Being a decrease of 140,350.34 acres, as compared with the previous fiscal year.

TOWN SITES.

Number of town-site entries approved	17
Number of entries of lots in Fort Dalles military reservation, Oregon, under act of March 3, 1877, approved	200
Number of entries of lots in the town of Ketchum, Idaho, under act of July 1, 1864, approved	30

K.—SWAMP-LAND DIVISION.

The increasing demand for settlement of swamp-land claims by the various States mentioned in the report of 1882, continued during the past year. The Southern States to which the swamp grant applies are now urging the adjustment of their claims, and much progress has been made during the year in their settlement.

In many of the States the work of adjusting the claims for indemnity under act of March 2, 1855, as extended by act of March 3, 1857, has been vigorously prosecuted. Four special agents have been continuously employed during the year in this work.

During the past year a portion of the force of the division has been engaged in perfecting records and preparing indexes, a class of work that is not elsewhere referred to in this report.

During the year there have been claimed and reported to this office as swamp land 449,188.17 acres, and the claims placed of record, making a total of 70,445,957.58 acres selected and reported under the swamp grant.

Lists embracing 686,295.53 acres have been approved, increasing the total approved to 56,455,467.56 acres. This includes 8,528,685.36 acres approved to the State of Louisiana under the provisions of act of Congress of March 2, 1849, of which 110,493.21 acres were approved during the past fiscal year.

Patents have issued for 253,890.76 acres, under act of September 28, 1850, making the total area patented under said act 45,337,080.26 acres.

Under act of March 2, 1855, 504,812.99 acres have been patented as indemnity for that amount of swamp and overflowed lands located with military bounty land warrants and scrip, of which 28,496.02 acres were patented during the fiscal year just closed.

The total area disposed of by approval under act of 1849, and by patents under other acts making grants of swamp and overflowed lands or indemnity for the same, to the close of the fiscal year, is 54,167,037.80 acres.

The following is a summary of the more important work done by the division:

Number of letters received.....	1,824
Number of letters written.....	1,865
Pages of letter record covered.....	1,526
Number of lists prepared for approval.....	47
Certified copies of lists prepared and transmitted to the gov- ernor States and the local officers.....	90
Number of patents executed.....	58
Pages of patent record covered.....	134
Number of contested cases decided.....	236
Number of tracts examined with plat and field notes of survey to determine their character.....	4,747

Number of tracts upon which claims for indemnity have been adjusted upon testimony submitted.....	2,157
Certified copies prepared for individuals.....	26
Entries and locations held for cancellation for conflict with claims under the swamp grant.....	129
Claims under the swamp grant held for rejection.....	132
Hearings ordered with a view to determine the character of lands claimed as swamp.....	173
Swamp indemnity certificates issued.....	23

Statement exhibiting the quantity of land selected for the several States under acts of Congress approved March 2, 1849, September 28, 1850 (*Revised Statutes of the United States, section 2479*), and March 12, 1860 (*Revised Statutes of the United States, section 2490*), up to and ending June 30, 1883.

States.	Thlrd quarter of 1882.	Fourth quarter of 1882.	First quarter of 1883.	Second quarter of 1883.	Year end- ing June 30, 1883.	Total since date of grant.
	<i>Acres.</i>	<i>Acres.</i>	<i>Acres.</i>	<i>Acres.</i>	<i>Acres.</i>	<i>Acres.</i>
Alabama.....						479,514.44
Arkansas.....						8,652,472.93
California.....		519.87	480.00	114,469.47	115,469.34	1,873,325.36
Florida.....						15,656,859.23
Illinois.....						8,437,661.29
Indiana.....						1,354,732.50
Iowa.....	7,534.72	3,585.45			11,120.17	3,460,840.35
Louisiana (act of 1849).....	17,690.52		4,399.71		22,090.23	10,916,082.94
Louisiana (act of 1850).....						554,084.24
Michigan.....						7,273,844.72
Minnesota.....	48,483.36	12,407.06	19,563.28	119,091.86	199,545.56	4,109,887.49
Mississippi.....				95,429.65	95,429.65	3,166,074.94
Missouri.....				5,533.22	5,533.22	4,724,789.22
Ohio.....						54,458.14
Oregon.....						174,205.92
Wisconsin.....						4,567,123.87
Total.....	73,708.60	16,512.38	24,442.99	334,524.20	449,188.17	70,455,957.58

Statement exhibiting the quantity of land approved to the several States under acts of Congress approved March 2, 1849, September 28, 1850 (*Revised Statutes of the United States, section 2479*), and March 12, 1860 (*Revised Statutes of the United States, section 2490*), up to and ending June 30, 1883.

States.	Third quarter of 1882.	Fourth quarter of 1882.	First quarter of 1883.	Second quarter of 1883.	Year end- ing June 30, 1883.	Total since date of grant.
	<i>Acres.</i>	<i>Acres.</i>	<i>Acres.</i>	<i>Acres.</i>	<i>Acres.</i>	<i>Acres.</i>
Alabama.....						400,434.78
Arkansas.....	240.00		130.48	480.00	850.48	7,639,794.89
California.....		519.87	480.00	114,469.47	115,469.34	1,739,293.68
Florida.....	32,555.57	500.25	18,273.61	58,240.30	109,569.73	15,010,487.24
Illinois.....		114.42		160.00	274.42	1,493,453.85
Indiana.....						1,264,833.13
Iowa.....	94.89		80.00	120.00	294.89	925,588.19
Louisiana (act of 1849).....	27,652.25	868.21		81,972.75	110,493.21	8,528,685.36
Louisiana (act of 1850).....		487.20			487.20	244,176.33
Michigan.....			158.95		158.95	5,722,333.68
Minnesota.....		29,566.29	68,806.46	106,642.35	205,015.10	2,448,980.00
Mississippi.....			13,732.25	2,201.89	15,933.64	3,084,575.95
Missouri.....		27,864.23			27,864.23	4,485,234.52
Ohio.....						25,660.71
Oregon.....	99,081.24		691.52		99,772.76	125,594.26
Wisconsin.....			111.58		111.58	3,316,340.99
Total.....	159,623.95	59,920.47	102,464.85	364,286.26	686,295.53	56,455,467.56

Statement exhibiting the quantity of land patented to the several States under the acts of Congress approved September 28, 1850 (*Revised Statutes of the United States*, section 2479), and March 12, 1860 (*Revised Statutes of the United States*, section 2490), and also the quantity certified to the State of Louisiana, under act approved March 2, 1849.

States.	Third quarter of 1882.	Fourth quarter of 1882.	First quarter of 1883.	Second quarter of 1883.	Year end- ing June 30, 1883.	Total since date of grant.
	<i>Acres.</i>	<i>Acres.</i>	<i>Acres.</i>	<i>Acres.</i>	<i>Acres.</i>	<i>Acres.</i>
Alabama						395,315.09
Arkansas.....			3,344.15	396.90	3,741.05	7,134,507.37
California		15,630.37	519.87		16,150.24	1,431,205.35
Florida	32,555.57	500.25		76,429.71	109,485.53	*14,958,706.09
Illinois	40.00	269.02		160.00	469.02	†1,455,297.05
Indiana.....						‡1,257,588.41
Iowa	94.89	97.00		360.00	551.89	§1,176,183.69
Louisiana (act of 1849)	27,652.25	868.21		81,972.75	110,493.21	||8,528,685.36
Louisiana (act of 1850).....						217,973.91
Michigan	818.10	200.00		158.95	1,177.05	|||5,660,995.04
Minnesota	1,349.81	6,965.87	22,600.42	9,343.56	40,259.16	2,271,967.24
Mississippi				49,557.20	49,557.20	2,988,645.67
Missouri.....	1,881.10	11.62	1,083.77	27,864.23	30,840.72	¶3,370,840.02
Ohio						25,640.71
Oregon	943.39	1,440.00		691.52	3,074.91	27,685.10
Wisconsin			27,080.01		27,080.01	**3,265,741.70
Total	65,334.61	25,982.34	54,628.22	246,934.82	392,879.99	54,167,037.80

103,198.55 acres have been deducted from the total amount patented to the State of Mississippi, that amount having been erroneously reported as patented to the State in 1861.

* 50,299.39 acres of this contained in indemnity patents under act of March 2, 1855.

† 2,309.07 acres of this contained in indemnity patents under act of March 2, 1855.

‡ 4,880.20 acres of this contained in indemnity patents under act of March 2, 1855.

§ 321,565.23 acres of this contained in indemnity patents under act of March 2, 1855.

|| 18,983.93 acres of this contained in indemnity patents under act of March 2, 1855.

||| 44,784.41 acres of this contained in indemnity patents under act of March 2, 1855.

¶ 61,990.76 acres of this contained in indemnity patents under act of March 2, 1855.

L.-DRAUGHTING DIVISION

The work performed in this division during the last fiscal year was as follows:

1st. Revising and correcting the annual map of the United States and Territories (edition of 1882), which was published about January 15, 1883; compiling the new maps of Florida and Arizona; revising and correcting maps of Alabama, Idaho, and Montana; new maps of Utah and Wyoming, and revision of the map of Washington Territory were commenced.

2d. Protraction of surveys and calculation of areas and making diagrams of same, 84.

3d. Examination and report on right-of-way railroad maps with reference to their location over lines of public surveys; also diagrams of same for reference, about 370. Thirty-two of these maps were copied for local land offices.

4th. Railroad maps constructed, with lateral limits indicated thereon, of land granted to different railroad companies, and copies of same for local land offices, 20.

5th. Copies of railroad maps for applicants and local land offices, 98.

6th. Exemplification of plats and copies of plats of town-sites and military and Indian reservations, and of other records for the use of Government departments, this office, and applicants, 350.

7th. Copies of private land claims, 137.

8th. Indicating boundaries of land districts on maps of States and Territories, 132.

9th. Examination of tracings of worn township plats previous to being photolithographed, 3,188.

10th. Photolithographed copies of township plats furnished to State officers and registers and receivers, 9,655. A large number were also furnished to private parties on application.

11th. Extending public land surveys and lines of railroads and protracting Government reservations on sixteen reference diagrams.

12th. Indexing field notes and plats for easy reference according to States and Territories and particular bases, principal meridians, townships, and ranges, 150 volumes. Two thousand sets of photolithographed plats were arranged on shelves by States preparatory to binding in volumes.

M.-DIVISION OF ACCOUNTS.

The division of accounts has the adjustment and auditing of all accounts pertaining to public lands, the examination and docketing of all returns from the local land offices, and the preparation of tabular statements showing the disposal of the public lands, the latter involving a vast amount of labor which cannot be closely estimated.

The following is a summary of the work performed in this division during the fiscal year ended June 30, 1883:

Letters received	20,782
Letters written	16,163
Duplicate certificates of deposit on account of surveys received and recorded	10,028
Triplicate certificates of deposit received, examined, and certified as to genuineness and value (estimated)	3,000
3,670 accounts adjusted and audited, covering	\$9,410,031 42
As follows:	

RECEIPTS.

401 quarterly accounts of receivers of public moneys	\$6,215,912 86
27 accounts of moneys collected on account of depredations on the public timber	24,273 60
1 account for moneys received for transcripts, &c., from records of General Land Office	7,534 75
<hr/> 429 Total	<hr/> 6,247,721 21

DISBURSEMENTS.

519 quarterly accounts of receivers acting as disbursing agents	\$498,387 53
183 quarterly accounts of surveyors general acting as disbursing agents, payable from appropriations	186,132 74
63 quarterly accounts of surveyors general acting as disbursing agents, payable from deposits by individuals	190,780 28
13 State fund accounts	134,133 22
566 repayment accounts for lands erroneously sold	57,739 64
39 State swamp-land indemnity accounts	90,333 38
27 changes of entry.	
190 accounts of deputy surveyors, payable from appropriations	241,628 94
351 accounts of deputy surveyors, payable from deposits by individuals for the survey of public lands	1,569,605 10
68 return of deposit accounts	10,751 65
1,222 miscellaneous accounts, including inspectors', special agents', contingent, transportation, express, and other accounts	182,817 73
<hr/> 3,241 Total	<hr/> 3,162,310 21

The record of letters written, certificates of deposit, and reports above cited, together with other miscellaneous matter, covered 23,000 pages of letter post.

In addition to the current work, this division was called upon during the past fiscal year to prepare a statement covering the disposals of Choctaw Indian lands in the States of Alabama and Mississippi, and

expenses connected therewith, from October 1, 1833, to December 31, 1858, for use as evidence in a suit pending in the Court of Claims between the Choctaw tribe of Indians and the United States. The preparation of this statement required the services of six clerks (four from this division and two from other divisions) for the entire period of six months. This necessarily threw the current work materially behind, the adjustment of receivers' accounts being now about nine months in arrears. Another accountant is required upon the accounts of inspectors and special agents and miscellaneous accounts, owing to the large increase in the number of agents provided for under the act of March 3, 1883, making appropriation for "protecting public lands." With the above exceptions, and that of a large number of repayment accounts for lands erroneously sold, the adjustment of which is suspended pending decisions by the Department upon questions submitted to it, the accounts are adjusted to date.

Attention is again called to the necessity of bringing up the statistics of the disposals of public lands from the beginning. The office is frequently called upon by committees of Congress and individual members thereof, as well as State and county officials and private individuals, for information as to the area of public lands remaining undisposed of. As a complete and reliable calculation of the areas embraced in canceled entries has never been made, it is impossible at the present time to give the information desired, the reports of the area annually disposed of being based upon the entries made, without deducting therefrom the areas in entries that may have been canceled. To arrive at the actual area remaining undisposed of, it will be necessary to examine the records of the office from the beginning, and compile, year by year, the area sold and the area to be deducted because of cancellations, compiling at the same time the sales under all laws providing for the disposal of the public lands, including separate and distinct statements covering every class of entry. This division also prepares all estimates of appropriations required for the land service, with the exception of those relating to the survey of the public lands.

The following statements are submitted, including a recapitulation of the land business done in the several States and Territories during the fiscal year, hereto appended:

1. Statement of the amount deposited for field and office work on account of the survey of public lands in the several surveying districts.
2. Estimate of appropriations required for salaries and other expenses of the General Land Office for the fiscal year ending June 30, 1885.
3. Estimate of appropriations required for collecting the revenue from the public lands for the fiscal year ending June 30, 1885, with appendix.
4. One hundred and seven statements of the disposals of public and Indian lands and abandoned military reservations in the several local land offices, and States of Ohio, Indiana, and Illinois.
5. Recapitulation by States and Territories of the entire disposals.

By a comparison of the latter with that for the fiscal year ended June 30, 1882, it will be seen that there were during the last fiscal year 226,088 entries of public and Indian lands, covering an area of 19,430,032.80 acres, exclusive of filings and of areas previously reported, with receipts of \$11,705,765.65, as against 161,396 entries, area of 14,309,166.40 acres, and receipts of \$8,387,927.29 for the previous fiscal year, being an increase of about 41, 36, and 39½ per centum, respectively, or an average of 39 per centum of the whole, and an increase of 82 per centum over that of the fiscal year ended June 30, 1881.

Estimates of appropriations required for salaries, expenses of inspectors, &c., law books and maps, for the fiscal year ending June 30, 1885, by the General Land Office.

Detailed objects of expenditure, and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the current fiscal year ending June 30, 1884.
SALARIES.			
Commissioner of the General Land Office (increase of \$1,000 submitted), March 3 1883 (Rev. Stat., p. 76, s. 446; 22 Stat., p. 556, s. 1).	\$5, 000 00		
NOTE.—The increase is submitted because the present salary is not commensurate with the duties and responsibilities of the office; also on account of the unprecedented increase during the last two fiscal years (by 75 per centum greater than the fiscal year ended June 30, 1881) in the disposal of the public domain, and consequent increase in the duties of the Commissioner.			
Assistant Commissioner (submitted)	3, 000 00		
NOTE.—This estimate is submitted in view of the magnitude of the business devolved upon this office and the complicated character of the duties of the Commissioner under the various laws now constituting the public-land system. The office should be created with a view of dividing the labors and responsibilities of the office of the Commissioner as it now stands.			
Chief clerk (increase of \$250 submitted), March 3, 1883 (Rev. Stat., p. 74, s. 440; 22 Stat., p. 556, s. 1)	2, 500 00		
NOTE.—The chief clerk is required by law to act as Commissioner in case of vacancy, or of the absence or sickness of that officer, and must be fully competent to take charge and control of the bureau at all times. It may be added that the duties of this office are unusually intricate, complex, and arduous, and fully deserve the salary herein estimated.			
Law clerk (increase of \$500 submitted), appropriated March 3, 1883 (22 Stat., p. 556, s. 1)	2, 500 00		
NOTE.—The law clerk must be thoroughly conversant with land law and practice, as well as with the usages and practice of the Department, and be able to grasp and summarize at once the various questions involved in land contests, and the construction of the statutes, and to present the same in proper form for the consideration and action of the head of the bureau and the chiefs of divisions. The compensation estimated for is moderate considering the nature of the work and the qualifications required.			
Assistant law clerk (submitted)	2, 100 00		
NOTE.—The duties of the assistant law clerk are the same as those of the law clerk, and equal qualifications are required. The work devolved upon the law clerks is greater than one person can dispose of.			
Three inspectors of surveyors general and district land offices, at an annual compensation of \$2,500 each (increase of \$1,500 submitted, \$500 each), appropriated March 3, 1883 (22 Stat., p. 556, s. 1)	7, 500 00		
NOTE.—The compensation (\$2,000 each) provided for the above officers by the act of August 5, 1882, is inadequate to the character of the work required, as the inspectors must be well versed in the laws governing the land system, as well as possessing an intimate knowledge of the practice and routine of the Department, this office, and the subordinate offices.			
Recorder, March 3, 1883 (Rev. Stat., p. 76, s. 447; 22 Stat., p. 556, s. 1)	2, 000 00		
Three principal clerks as chiefs of divisions of "public lands," "private land claims," and "public surveys," at \$2,000 per annum each (increase of \$200 each submitted), March 3, 1883 (Rev. Stat., p. 76, s. 448 and 449; 22 Stat., p. 556, s. 1)	6, 000 00		
Seven chiefs of division (railroads, pre-emptions, swamp-lands, accounts, minerals, special service, and draughting), at \$2,000 per annum each (submitted)	14, 000 00		
NOTE.—The chiefs of division have, respectively, exclusive charge of a particular class of work, and of the clerical force employed upon it. They must know the rules of the whole office			

Estimates of appropriations required for the General Land Office, &c.—Continued.

Detailed object of expenditure, and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the current fiscal year ending June 30, 1884.
SALARIES—Continued.			
and the laws governing the whole land system, the relations of the classes being so intermixed as frequently to involve nearly the whole of them in the consideration of a single case. No higher service is performed by the subordinate officers of any Department, not excepting the Treasury, where the salaries range from \$2,250 to \$2,750. Until this aid is given to the bureau, no Commissioner can perform with satisfaction or justice to the people of United States the responsible labors of the land service. The salaries submitted will afford a fair remuneration for the services performed. The number of chiefs asked for correspond to the necessary division of work in the office. The duties of the chiefs of division, except those of the recorder, and three principal clerks, who are the only chiefs of divisions specially provided for by law, are performed by fourth-class clerks.			
Two examiners, at salaries of \$2,000 each (submitted)	\$4,000 00		
NOTE.—The examiners above estimated for are occupied in reading carefully and critically the decisions and letters prepared in the office before receiving the signature of the Commissioner. They must of necessity be familiar with general legal principles, the numerous laws governing the disposal of public lands, the decisions of State and Federal courts, and rulings and decisions of this office and the Department. It becomes their duty not to pass any letter or decision for signature unless they are satisfied that the letter or decision is correct in principle and in conformity to decisions theretofore made and the laws governing that class of cases. Should the letter or decision not meet with their approval it is their duty to submit it with a brief of their views thereon. These duties are now performed by two fourth-class clerks.			
Thirty-eight clerks of class four, March 3, 1883 (Rev. Stat., p. 27, s. 167; 22 Stat., p. 556, s. 1)	68,400 00		
Sixty-six clerks of class three, March 3, 1883 (Rev. Stat., p. 27, s. 167; 22 Stat., p. 556, s. 1)	105,600 00		
Seventy-seven clerks of class two, March 3, 1883 (Rev. Stat., p. 27, s. 167; 22 Stat., p. 556, s. 1)	107,800 00		
Seventy-eight clerks of class one, March 3, 1883 (Rev. Stat., p. 27, s. 167; 22 Stat., p. 556, s. 1)	93,600 00		
Fifty-seven clerks, at \$1,000 each, appropriated March 3, 1883 (22 Stat., p. 556, s. 1)	57,000 00		
Sixty-nine copyists, at \$900 each, March 3, 1883 (Rev. Stat., p. 27, s. 167; 22 Stat., p. 556, s. 1)	62,100 00		
One messenger, at \$840 (Rev. Stat., p. 27, s. 167)	840 00		
Eight assistant messengers, at \$720 each, March 3, 1883 (Rev. Stat., p. 27, s. 167; 22 Stat., p. 556, s. 1)	5,760 00		
Six packers, at \$720 each, appropriated March 3, 1883 (22 Stat., p. 556, s. 1)	4,320 00		
Twelve laborers, at \$660 each, March 3, 1883 (Rev. Stat., p. 27, s. 167; 22 Stat., p. 556, s. 1)	7,920 00		
	\$561,940 00	\$417,650 00	
NOTE.—The increase in the number of clerks recommended, of all grades, aggregate 100. The force included in the foregoing estimates will prove barely sufficient to keep up the current business and bring up the arrears of work in the office. The office is in daily receipt of numerous letters from parties having business before it complaining of the long delay in the adjustment of their matters, but with the present force it is impossible to do better. In some divisions the work is over twelve months in arrears. The disposal of public lands for the fiscal year ended June 30, 1882, was 50 per cent. greater than that for the previous year, and for the fiscal year ended June 30, 1883, about 25 per cent. greater than that for the fiscal year ended June 30, 1882, making an increase of 75 per cent. within the past two fiscal years. The thirty additional clerks provided for by the act of March 3, 1881, were mostly assigned to the "special service" division, which has charge of the examination of the reports of all agents engaged in investigating trespasses upon the public timber and lands, and fraudulent land entries. Should the grades of assistant law clerk, seven chiefs of divisions, and two examiners be not provided for, the number of fourth-class clerks herein estimated for should be increased to 48.			

Estimates of appropriations required for the General Land Office, &c.—Continued.

Detailed objects of expenditure, and explanations.	Estimated amount	expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the current fiscal year ending June 30, 1884
EXPENSES OF INSPECTORS.				
For the actual expenses of inspectors, while on duty, and clerks detailed to investigate fraudulent land entries, trespasses on the public lands, and cases of official misconduct, appropriated March 3, 1883 (22 Stat., p. 556, a. 1).....			\$10,000 00	\$10,000 00
LIBRARY.				
For law books for the law library of the General Land Office, appropriated March 3, 1883 (22 Stat., p. 556, a. 1).....			1,000 00	1,000 00
MAPS OF THE UNITED STATES.				
For connected and separate United States and other maps prepared in the General Land Office, appropriated March 3, 1883 (22 Stat., p. 556, a. 1).....			6,000 00	6,000 00
Total.....			578,940 00	434,650 00
Expenses of the collection of revenue from the sales of public lands.				
Salaries and commissions of registers and receivers For compensation of registers and receivers of local land offices (see detailed statement herewith) (Rev. Stat., p. 387, secs. 2337 to 2340, act of March 3, 1883, 22 Stat., p. 622, sec. 1).....			\$530,000 00	\$500,000 00
<p>NOTE.—The estimate submitted for compensation of registers and receivers is based upon the salaries earned and fees and commissions collected and covered into the Treasury by them during the fiscal year ended June 30, 1883, with the addition of the six offices opened at Gunnison, Colo., Creelsburg, Dak., Halley, Idaho, Garden City, Kans. and McCook and Valentine, Nebr. For several years past it has been found necessary to appropriate annually large amounts to cover deficiencies in the appropriations for this service. The disposals of the public lands have been yearly increasing. For the fiscal year ended June 30, 1883, the disposals were 75 per cent. greater than they were during the year ended June 30, 1881, and 25 per cent. greater than during the fiscal year 1882. This causes an increase in the fees and commissions earned by those officers in sparsely settled districts where the earnings have not heretofore reached the maximum allowed by law. In making this appropriation it must be remembered that every cent paid to a register or receiver, with the exception of their annual salary of \$500 each, aggregating \$100,000 (there being 100 offices now in operation), and commissions allowed on all moneys received at each receiver's office in payment for lands is collected by them from the entrymen and paid into the Treasury.</p>				
Contingent expenses of land offices:				
For incidental expenses of the several land offices (appropriated), March 3, 1883 (22 Stat. L., p. 622, sec. 1).....			200,000	130,000
<p>NOTE.—The foregoing estimate includes the salaries of clerks, rent, and a variety of other incidental expenses, such as the binding of plats, rebinding old and dilapidated plat books, worn out by constant handling and use, of which there are a large number, as appears by the reports of the three inspectors, furniture, &c. Since the passage of the act of March 3, 1883, appropriating \$130,000 for this purpose, there has been an increase of six in the number of local offices, and it is estimated that they will be maximum offices, necessitating the employment of clerical force in each office. With the present appropriation it is impossible to provide the different offices with sufficient clerical force to promptly dispose of the public business, resulting in great delay in this office and loss to the settlers. In a great many instances the registers and receivers are now compelled to employ clerks and pay their salaries from their own funds, as well as the rent of their offices, fuel, lights, &c. All of these expenses (which are considered legitimate and necessary) should be borne by the United States. A number of receivers of public</p>				

Estimates of appropriations required for the General Land Office, &c.—Continued.

Detailed objects of expenditure, and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Total amount to be appropriated under each head of appropriation.	Amount appropriated for the current fiscal year ending June 30, 1884.
<i>Expenses of the collection of revenue from the sales of public lands—Continued.</i>			
<p>moneys, in offices located in places remote from express and railroad lines, and the United States depositories wherein they have been directed by the Secretary of the Treasury to deposit the public funds coming into their possession, require safes for the safe-keeping thereof while in their personal possession. These safes are located in buildings anything but fire-proof, and it is absolutely necessary that they be provided with safes for the preservation of important records and papers, as well as of the public funds. There are now one hundred and six offices in operation, and others are liable to be created from time to time, owing to the rapid settlement and disposal of the public lands.</p> <p>Expense of depositing public moneys:</p> <p>Expense of depositing money received from the sale of public lands, March 3, 1883 (Rev. Stat., p. 713, sec. 3617, and 22 Stat. L., p. 623, sec. 1)</p>		\$15,000 00	\$10,000 00
<p>NOTE.—The increase of \$5,000 will be required to cover expense of depositing moneys heretofore represented by certificates of deposit on account of surveys.</p>			
<p>Depredations on public timber:</p> <p>To meet expenses of protecting timber on the public lands (appropriated), March 3, 1883 (22 Stat. L., p. 632, sec. 1)</p>		75,000 00	75,000 00
<p>NOTE.—A less amount than the sum estimated would be wholly inadequate to the requirements of the service.</p>			
<p>Protecting public lands:</p> <p>For the protection of public lands from illegal and fraudulent entry or appropriation (appropriated), March 3, 1883 (22 Stat. L., p. 623, sec. 1)</p>		100,000 00	100,000 00
<p>NOTE.—Prior to the act of March 3, 1883, no appropriation had been made for the protection of the public lands from illegal and fraudulent entry or appropriation. By that act the sum of \$100,000 (\$50,000 of which was made available immediately) was appropriated for that purpose. A force of agents was at once appointed and sent into the field, with proper instructions as to the detection and prevention of fraudulent entries. Their reports to the General Land Office for the short period intervening between the passage of the act and the close of the fiscal year, show that attempts were being made to make a vast number of such entries under the several acts of Congress for the general disposal of the public lands. The knowledge that the Government had made an appropriation to protect the public lands, has had a very beneficial effect in deterring a large number of persons from making entries of a fraudulent and illegal character in the interest of speculators, who would, otherwise, have attempted to do so.</p>			
<p>Settlement of claims for swamp lands and swamp-land indemnity:</p> <p>For salaries and expenses of agents employed in adjusting claims for swamp lands and for indemnity for swamp lands (appropriated), March 3, 1883 (22 Stat. L., p. 623, sec. 1)</p>		15,000 00	15,000 00
<p>NOTE.—The foregoing estimate is submitted to cover the salaries and expenses of agents appointed to investigate in the field lands claimed as swamp lands.</p>			
<p>Reproducing plats of surveys, General Land Office:</p> <p>To enable the Commissioner of the General Land Office to continue to reproduce worn and defaced official plats of surveys and other plats constituting a part of the records of said office, and to furnish local land offices with the same (appropriated), March 3, 1883 (22 Stat. L., p. 623, s. 1)</p>		20,000 00	20,000 00
<p>NOTE.—The sum of \$20,000 is required to continue the work of reproducing plats to prevent a total obliteration of designations on official township plats defaced and mutilated by constant use during a period of many years, thus rendering them unavailable for furnishing certified copies under the provisions of an act of Congress approved July 2, 1864 (13 Stat. L., p. 375).</p>			
Total		964,000 00	850,000 00

Detailed estimate of amount for salaries and commissions of registers and receivers of the several land offices during the fiscal year ending June 30, 1885.

States and Territories.	Land offices.	Salaries and commissions.	Total.
Alabama	Huntsville	\$6,000 00	
	Montgomery	6,000 00	
			\$12,000 00
Arizona	Prescott	2,500 00	
	Tucson	4,500 00	
			7,000 00
Arkansas	Camden	6,000 00	
	Dardanelle	4,700 00	
	Harrison	6,000 00	
	Little Rock	6,000 00	
			22,700 00
California	Bodie	1,900 00	
	Humboldt	6,000 00	
	Los Angeles	6,000 00	
	Marysville	6,000 00	
	Sacramento	6,000 00	
	San Francisco	6,000 00	
	Shasta	5,200 00	
	Stockton	6,000 00	
	Susanville	4,000 00	
	Visalia	6,000 00	
			53,100 00
Colorado	Central City	6,000 00	
	Del Norte	3,500 00	
	Denver City	6,000 00	
	Durango	4,000 00	
	Gunnison	6,000 00	
	Lake City	4,800 00	
	Leadville	6,000 00	
	Pueblo	6,000 00	
			42,300 00
Dakota	Aberdeen	6,000 00	
	Bismarck	6,000 00	
	Creelsburg	6,000 00	
	Deadwood	6,000 00	
	Fargo	6,000 00	
	Grand Forks	6,000 00	
	Huron	6,000 00	
	Mitchell	6,000 00	
	Watertown	6,000 00	
	Yankton	6,000 00	
			60,000 00
Florida	Gainesville	6,000 00	
			6,000 00
Idaho	Boise City	6,000 00	
	Hailey	4,000 00	
	Lewiston	6,000 00	
	Oxford	5,000 00	
			21,000 00
Iowa	Des Moines	3,200 00	
			3,200 00
Kansas	Concordia	5,700 00	
	Independence	5,000 00	
	Kirwin	6,000 00	
	Larned	6,000 00	
	Oberlin	4,000 00	
	Salina	6,000 00	
	Topeka	3,100 00	
	Wa Keeney	6,000 00	
	Wichita	6,000 00	
	Garden City	4,000 00	
			51,800 00
Louisiana	Natchitoches	2,700 00	
	New Orleans	6,000 00	
			8,700 00
Michigan	Detroit	1,800 00	
	East Saginaw	2,000 00	
	Marquette	6,000 00	
	Reed City	3,500 00	
			13,300 00
Minnesota	Benson	6,000 00	
	Crookston	6,000 00	
	Duluth	6,000 00	
	Fergus Falls	6,000 00	
	Redwood Falls	4,000 00	
	Saint Cloud	6,000 00	
	Taylor's Falls	3,100 00	
	Tracy	4,200 00	
	Worthington	4,500 00	
			45,800 00

Detailed estimate of amount for salaries and commissions of registers, &c.—Continued.

States and Territories.	Land offices.	Salaries and commissions.	Total.
Mississippi	Jackson	\$6,000 00	\$6,000 00
Missouri	Boonville	2,500 00	
	Ironton	3,900 00	12,400 00
	Springfield	6,000 00	
Montana	Bozeman	4,200 00	16,200 00
	Helena	6,000 00	
	Miles City	6,000 00	48,400 00
Nebraska	Beatrice	5,000 00	
	Bloomington	6,000 00	4,800 00
	Grand Island	6,000 00	
	Lincoln	3,400 00	12,000
	McCook	5,000 00	
	Neligh	6,000 00	26,400 00
	Niobrara	6,000 00	
	North Platte	6,000 00	6,000 00
	Valentine	5,000 00	
Nevada	Carson City	2,200 00	27,200 00
	Eureka	2,400 00	
New Mexico	Las Cruces	6,000 00	25,800 00
	Santa Fé	6,000 00	
Oregon	La Grande	6,000 00	7,100 00
	Lake View	2,400 00	
	Oregon City	6,000 00	539,000 00
	Roseburg	6,000 00	
	The Dalles	6,000 00	
Utah	Salt Lake City	6,000 00	
Washington	Colfax	6,000 00	25,800 00
	Olympia	6,000 00	
	Vancouver	6,000 00	27,200 00
	Walla Walla	6,000 00	
	Yakima	3,200 00	25,800 00
Wisconsin	Bayfield	6,000 00	
	Eau Claire	5,500 00	25,800 00
	Falls of Saint Croix	2,600 00	
	La Crosse	2,200 00	25,800 00
	Menasha	3,500 00	
	Wausau	6,000 00	25,800 00
Wyoming	Cheyenne City	5,100 00	
	Evanston	2,000 00	
Total			539,000 00

Statement of the business transacted at the local land office at Huntsville, Ala., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commissions.	Fees.	Amount.
Sales of land subject to private entry.....	40	7,140.87	.....	.....	\$8,926 07
Sales of land subject to pre-emption entry.....	6	560.28	.....	.....	700 35
Excess payments on homestead, timber-culture, and other entries and locations.....	283	269.29	.....	.....	343 77
Homestead entries commuted to cash under section 2301, Revised Statutes.....	14	[1,253.33]	.....	.....	1,516 66
Homestead entries commuted to cash under section 2, act June 15, 1880.....	35	[3,290.44]	.....	.....	3,797 38
Total cash sales.....	378	12,514.21	.....	.....	15,284 25
Original homestead entries.....	1,033	127,488.61	\$3,146 00	\$8,315 00	11,461 00
Final homestead entries.....	531	[58,732.67]	1,412 00	.....	1,412 00
Lands selected under grants to railroads.....	47	7,473.18	.....	94 00	94 00
Applications to purchase mineral lands.....	2	.....	.....	20 00	20 00
Pre-emption declaratory statements.....	133	.....	.....	266 00	266 00
Soldiers' and sailors' homestead declaratory statements.....	1	.....	.....	2 00	2 00
Amount received for reducing testimony to writing.....	.....	.....	.....	.....	650 30
Total of all classes of entries and amount received therefrom.....	2,125	206,208.67	4,558 00	8,697 00	29,189 55
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	6,000 00
Expense of depositing.....	.....	.....	.....	.....	15 75
Incidental expenses.....	.....	.....	.....	.....	150 00
Total expenses.....	.....	.....	.....	.....	6,165 75
INDIAN LANDS.					
Cherokee school lands.....	9	748.84	.....	.....	936 03

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

PUBLIC LANDS.

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Statement of the business transacted at the local land office at Montgomery, Ala., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry.....	231	59,624.24	.....	.....	\$74,575 17
Sales of land subject to pre-emption entry.....	20	2,206.77	.....	.....	2,758 50
Sales of land at public auction.....	1	40.11	.....	.....	50 14
Sales of coal lands.....	3	239.40	.....	.....	2,394 00
Excess payments on homestead, timber- culture, and other entries and locations.....	86	184.56	.....	.....	230 91
Homestead entries commuted to cash un- der section 2301, Revised Statutes.....	41	[5,414.63]	.....	.....	6,759 77
Homestead entries commuted to cash un- der section 2, act June 15, 1880.....	145	[12,795.64]	.....	.....	14,548 76
Total cash sales.....	527	80,505.35	.....	.....	101,317 25
Original homestead entries.....	1,179	141,243.48	\$3,437 27	\$9,400 00	12,837 27
Final homestead entries.....	535	[59,892.72]	1,496 46	.....	1,496 46
Lands selected under grants to railroads..	1	160.00	.....	2 00	2 00
Pre-emption declaratory statements.....	136	.....	.....	272 00	272 00
Amount received for reducing testimony to writing.....	.....	.....	.....	.....	347 75
Total of all classes of entries and amount received therefrom.....	2,378	281,801.55	4,933 73	9,674 00	116,272 73
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	6,000 00
Incidental expenses.....	.....	.....	.....	.....	2,906 86
Total expenses.....	.....	.....	.....	.....	8,906 86

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Prescott, Ariz., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	14	1, 873. 62	.....	.....	\$2, 638 60
Sales of mineral lands.....	15	277. 94	.....	.....	1, 420 00
Homestead entries commuted to cash un- der section 2301, Revised Statutes	2	[320. 00]	.....	.....	600 00
Total cash sales	31	2, 471. 56	.....	.....	4, 658 60
Original homestead entries.....	33	4, 758. 31	\$250 50	\$305 00	555 50
Final homestead entries.....	21	[3, 144. 20]	135 00	.....	135 00
Lands entered under the timber-culture laws.....	9	837. 87	86 00	60 00	96 00
Applications to purchase mineral lands...	29	.....	.....	290 00	290 00
Pre-emption declaratory statements.....	189	.....	.....	417 00	417 00
Soldiers' and sailors' homestead declara- tory statements	4	.....	.....	12 00	12 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	126 25
Total of all classes of entries and amount received therefrom.....	266	11, 211. 94	421 50	1, 084 00	6, 290 35
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	2, 349 16
Incidental expenses .....	.....	.....	.....	.....	367 50
Total expenses .....	.....	.....	.....	.....	2, 716 66

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Tucson, Ariz., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	17	2,398.45	.....	.....	\$4,400 00
Sales of mineral lands.....	90	1,518.68	.....	.....	7,805 00
Excess payments on homestead, timber- culture, and other entries and locations..	2	15.44	.....	.....	40 00
Original entries under the desert-land act..	71	36,584.78	.....	.....	9,147 75
Final entries under the desert-land act....	6	[1,919.00]	.....	.....	1,919 00
Homestead entries commuted to cash un- der section 2301, Revised Statutes.....	1	[160.00]	.....	.....	200 00
Total cash sales.....	187	42,596.35	.....	.....	23,511 75
Original homestead entries.....	87	5,664.50	\$336 00	\$345 00	681 00
Final homestead entries.....	22	[3,034.07]	186 00	.....	186 00
Lands entered under the timber-culture laws.....	24	3,498.98	96 00	220 00	316 00
Lands entered with military bounty land warrants.....	1	157.97	.....	4 00	4 00
Applications to purchase mineral lands....	85	.....	.....	850 00	850 00
Mineral protests, adverse claims.....	7	.....	.....	70 00	70 00
Pre-emption declaratory statements.....	138	.....	.....	414 00	414 00
Soldiers' and sailors' homestead declara- tory statements.....	1	.....	.....	3 00	3 00
Amount received for reducing testimony to writing.....	.....	.....	.....	.....	812 40
Total of all classes of entries and amount received therefrom.....	502	54,951.87	618 00	1,906 00	26,848 15
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	4,249 30
Incidental expenses.....	.....	.....	.....	.....	406 50
Total expenses.....	.....	.....	.....	.....	4,655 80
Amount received in certificates of deposit on account of surveys.....	.....	.....	.....	.....	730 00

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Camden, Ark., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	157	43, 229. 09	.....	.....	\$54, 036 48
Sales of land subject to pre-emption entry	3	200. 00	.....	.....	250 00
Sales of land at public auction	3	200. 00	.....	.....	250 00
Excess payments on homestead, timber- culture, and other entries and locations..	44	189. 14	.....	.....	276 48
Homestead entries commuted to cash under section 2301, Revised Statutes.....	16	[1, 398. 86]	.....	.....	1, 748 61
Homestead entries commuted to cash under section 2, act June 15, 1880.....	20	[1, 762. 00]	.....	.....	2, 021 26
Total cash sales	243	46, 979. 09	.....	.....	58, 582 81
Original homestead entries.....	668	84, 084. 69	\$2, 093 14	\$5, 600 00	7, 693 14
Final homestead entries.....	310	[34, 697. 00]	858 84	.....	858 84
Lands entered with military bounty land warrants	3	200. 00	.....	5 00	5 00
Pre-emption declaratory statements.....	6	.....	.....	12 00	12 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	556 15
Total of all classes of entries and amount received therefrom	1, 230	165, 960. 78	2, 951 98	5, 617 00	67, 707 94
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	5, 710 23
Expense of depositing.....	.....	.....	.....	.....	104 75
Incidental expenses .....	.....	.....	.....	.....	1, 203 85
Total expenses .....	.....	.....	.....	.....	7, 020 83

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Dardanelle, Ark., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry.....	54	4 541.33	.....	.....	\$5,726 67
Sales of land subject to pre-emption entry.....	16	886.27	.....	.....	1,157 82
Sales of land at public auction.....	13	687.62	.....	.....	859 52
Excess payments on homestead, timber- culture, and other entries and locations..	22	114.62	.....	.....	143 31
Homestead entries commuted to cash under section 2301, Revised Statutes.....	6	[345.52]	.....	.....	404 80
Homestead entries commuted to cash under section 2, act June 15, 1880.....	10	[674.12]	.....	.....	804 72
Total cash sales.....	121	7,249.48	.....	.....	9,096 84
Original homestead entries.....	638	69,297.40	\$1,902 33	\$4,795 00	6,697 33
Final homestead entries.....	278	[26,021.28]	786 19	.....	786 19
Lands entered with agricultural-college scrip.....	1	160.00	.....	4 00	4 00
Pre-emption declaratory statements.....	165	.....	.....	330 00	330 00
Soldiers' and sailors' homestead declara- tory statements.....	9	.....	.....	18 00	18 00
Amount received for reducing testimony to writing.....	.....	.....	.....	.....	188 75
Total of all classes of entries and amount received therefrom.....	1,282	102,728.16	2,688 52	5,147 00	17,121 11
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	4,567 18
Expense of depositing.....	.....	.....	.....	.....	48 00
Incidental expenses.....	.....	.....	.....	.....	237 50
Total expenses.....	.....	.....	.....	.....	4,852 68

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Harrison, Ark., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	231	12,368.22	.....	.....	\$15,460 28
Sales of land subject to pre-emption entry	16	948.18	.....	.....	1,185 21
Sales of land at public auction	6	1,010.06	.....	.....	1,262 58
Excess payments on homestead, timber- culture, and other entries and locations	53	216.48	.....	.....	271 92
Homestead entries commuted to cash under section 2301, Revised Statutes	4	[472.01]	.....	.....	590 00
Homestead entries commuted to cash under section 2, act June 15, 1880	16	[879.98]	.....	.....	1,000 42
Total cash sales	326	15,894.88	.....	.....	19,770 41
Original homestead entries	1,095	183,572.39	\$3,338 28	\$9,000 00	12,338 28
Final homestead entries	316	[36,029.76]	900 03	.....	900 03
Pre-emption declaratory statements	348	.....	.....	696 00	696 00
Soldiers' and sailors' homestead declara- tory statements	4	.....	.....	8 00	8 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	549 00
Total of all classes of entries and amount received therefrom	2,089	185,497.03	4,238 31	9,704 00	34,281 72
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	6,000 00
Expense of depositing .....	.....	.....	.....	.....	492 85
Incidental expenses .....	.....	.....	.....	.....	1,238 66
Total expenses .....	.....	.....	.....	.....	7,731 51

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Little Rock, Ark., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry.....	154	41,473.42	.....	.....	\$52,305 01
Sales of land subject to pre-emption entry.....	5	212.11	.....	.....	265 14
Sales of land at public auction.....	5	280.00	.....	.....	550 00
Sales of Hot Spring reservation.....	103	.....	.....	.....	9,357 00
Excess payments on homestead, timber- culture, and other entries and locations..	15	115.33	.....	.....	120 83
Homestead entries commuted to cash under section 2301, Revised Statutes.....	3	[360.00]	.....	.....	500 00
Homestead entries commuted to cash under section 2, act June 15, 1880.....	22	[1,285.66]	.....	.....	1,895 93
Total cash sales.....	307	43,726.52	.....	.....	65,053 91
Original homestead entries.....	614	66,869.52	\$1,905 78	\$4,560 00	6,465 78
Final homestead entries.....	214	[20,275.69]	655 46	.....	655 46
Lands entered under the timber-culture laws.....	1	160.00	4 00	10 00	14 00
Lands entered with military bounty land warrants.....	2	200.00	.....	7 00	7 00
Pre-emption declaratory statements.....	223	.....	.....	446 00	446 00
Soldiers' and sailors' homestead declara- tory statements.....	11	.....	.....	22 00	22 00
Amount received for reducing testimony to writing.....	.....	.....	.....	.....	271 50
Total of all classes of entries and amount received therefrom.....	1,372	131,281.73	2,565 24	5,045 00	72,935 65
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	5,724 82
Incidental expenses.....	.....	.....	.....	.....	2,008 75
Total expenses.....	.....	.....	.....	.....	7,733 57

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Bodie, Cal., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	6	881.95			\$1,102 44
Sales of timber and stone lands.....	4	320.00			800 00
Sales of mineral lands.....	18	614.26			2,110 00
Original entries under the desert-land act..	24	6,794.73			1,698 60
Final entries under the desert-land act....	4	[1,594.92]			1,594 92
Homestead entries commuted to cash under section 2301, Revised Statutes.....	2	[320.00]			400 00
Homestead entries commuted to cash under section 2, act June 15, 1880.....	1	[160.00]			184 00
Total cash sales.....	59	10,685 86			7,890 05
Original homestead entries.....	16	2,316 42	\$87 00	\$150 00	237 00
Final homestead entries.....	10	[1,480.03]	55 50		55 50
Lands entered under the timber-culture laws.....	9	1,320.00	36 00	85 00	121 00
State selections.....	28	4,287.25		56 00	56 00
Applications to purchase mineral lands....	12			120 00	120 00
Applications to purchase timber and stone lands.....	4			40 00	40 00
Mineral protests, adverse claims.....	4			40 00	40 00
Pre-emption declaratory statements.....	18			54 00	54 00
Amount received for reducing testimony to writing.....					126 00
Total of all classes of entries and amount received therefrom.....	160	20,089 56	178 50	545 00	8,739 55
Salaries, fees, and commissions of register and receiver.....					1,772 30
Incidental expenses.....					380 00
Total expenses.....					2,152 30

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Humboldt, Cal., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	12	1,757.75	.....	.....	\$2,197 18
Sales of land subject to pre-emption entry	128	19,274.85	.....	.....	24,093 56
Sales of land at public auction	534	83,590.36	.....	.....	208,975 89
Sales of mineral lands	5	290.60	.....	.....	732 50
Excess payments on homestead, timber- culture, and other entries and locations	12	50.86	.....	.....	63 58
Homestead entries commuted to cash under section 2301, Revised Statutes	28	[4,415.73]	.....	.....	5,519 66
Homestead entries commuted to cash under section 2, act June 15, 1880	58	[9,240.00]	.....	.....	10,623 50
Total cash sales	777	118,620.15	.....	.....	252,205 87
Original homestead entries	181	27,758.70	\$1,038 18	\$1,760 00	2,798 18
Final homestead entries	72	[11,084.20]	417 18	.....	417 18
State selections	2	280.00	.....	4 00	4 00
Applications to purchase mineral lands ...	7	.....	.....	70 00	70 00
Applications to purchase timber and stone lands	534	.....	.....	5,340 00	5,340 00
Pre-emption declaratory statements	278	.....	.....	834 00	834 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	330 50
Total of all classes of entries and amount received therefrom	1,851	157,748.05	1,455 36	8,008 00	261,909 73
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	8,000 00
Expense of depositing .....	.....	.....	.....	.....	1,029 15
Incidental expenses .....	.....	.....	.....	.....	4 00
Total expenses .....	.....	.....	.....	.....	7,033 15
Amount received in certificates of deposit on account of surveys .....	.....	.....	.....	.....	2,703 15

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Los Angeles, Cal., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	2	877.10	.....	.....	\$471 36
Sales of land subject to pre-emption entry	66	7,884.81	.....	.....	12,547 01
Sales of timber and stone lands	10	996.68	.....	.....	2,491 70
Sales of mineral lands	6	262.45	.....	.....	925 00
Excess payments on homestead, timber- culture, and other entries and locations	34	163.04	.....	.....	1,107 52
Original entries under the desert-land act	7	1,551.60	.....	.....	387 90
Final entries under the desert-land act	1	[246.87]	.....	.....	246 87
Homestead entries commuted to cash under section 2301, Revised Statutes	23	[2,712.38]	.....	.....	3,946 27
Homestead entries commuted to cash under section 2, act June 15, 1880	1	[160.00]	.....	.....	378 00
Total cash sales	150	14,354.93	.....	.....	22,501 65
Original homestead entries	245	33,907.91	\$1,932 00	\$2,215 00	4,147 00
Final homestead entries	99	[13,995.63]	772 50	.....	772 50
Lands entered under the timber-culture laws	157	20,006.15	628 00	1,350 00	1,978 00
Lands entered with military bounty land warrants	2	240.00	.....	8 00	8 00
Lands entered with Valentine scrip	8	120.00	.....	3 00	3 00
Valentine scrip filings	1	.....	.....	1 00	1 00
Lands selected under grants to railroads	355	56,526.88	.....	700 00	700 00
Applications to purchase mineral lands	7	.....	.....	70 00	70 00
Applications to purchase timber and stone lands	9	.....	.....	90 00	90 00
Pre-emption declaratory statements	202	.....	.....	594 00	594 00
Soldiers' and sailors' homestead declaratory statements	13	.....	.....	39 00	39 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	643 30
Total of all classes of entries and amount received therefrom	1,243	139,151.50	3,332 50	5,079 00	31,556 45
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	6,000 00
Expense of depositing .....	.....	.....	.....	.....	32 56
Incidental expenses .....	.....	.....	.....	.....	221 00
Total expenses .....	.....	.....	.....	.....	6,253 56
Amount received in certificates of deposit on account of surveys .....	.....	.....	.....	.....	788 17

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Marysville, Cal., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	98	13,865.82	.....	.....	\$22,689 45
Sales of timber and stone lands.....	80	11,287.92	.....	.....	28,219 58
Sales of mineral lands.....	15	973.66	.....	.....	2,542 50
Excess payments on homestead, timber- culture, and other entries and locations..	20	74.61	.....	.....	518 16
Homestead entries commuted to cash under section 2301, Revised Statutes.....	21	[2,981.57]	.....	.....	5,389 46
Homestead entries commuted to cash under section 2, act June 15, 1880.....	16	[1,743.42]	.....	.....	3,066 88
Total cash sales.....	250	30,926.50	.....	.....	62,425 48
Original homestead entries.....	144	19,945.91	\$1,079 12	\$1,255 00	2,394 12
Final homestead entries.....	137	[17,552.18]	950 89	.....	950 89
Lands entered with military bounty land warrants.....	1	80.00	.....	2 00	2 00
Applications to purchase mineral lands....	22	.....	.....	220 00	220 00
Applications to purchase timber and stone lands.....	80	.....	.....	800 00	800 00
Mineral protests, adverse claims.....	5	.....	.....	50 00	50 00
Pre-emption declaratory statements.....	208	.....	.....	624 00	624 00
Soldiers' and sailors' homestead declaratory statements.....	1	.....	.....	3 00	3 00
Amount received for reducing testimony to writing.....	.....	.....	.....	.....	829 00
Total of all classes of entries and amount received therefrom.....	848	68,504.59	2,030 01	2,954 00	68,238 49
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	6,000 00
Expense of depositing.....	.....	.....	.....	.....	124 85
Incidental expenses.....	.....	.....	.....	.....	450 00
Total expenses.....	.....	.....	.....	.....	6,574 85
Amount received in certificates of deposit on account of surveys.....	.....	.....	.....	.....	50 00

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Sacramento, Cal., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	68	8,377.68	.....	.....	\$12,759 06
Sales of timber and stone lands	72	9,718.91	.....	.....	24,297 29
Sales of mineral lands	49	3,400.20	.....	.....	9,375 00
Excess payments on homestead, timber- culture, and other entries and locations..	16	68.65	.....	.....	118 94
Original entries under the desert-land act.	1	40.00	.....	.....	10 00
Homestead entries commuted to cash under section 2301, Revised Statutes	12	[1,395.80]	.....	.....	1,994 76
Homestead entries commuted to cash under section 2, act June 15, 1880	19	[2,666.88]	.....	.....	4,548 31
Total cash sales	237	25,668.10	.....	.....	53,103 36
Original homestead entries	256	34,932.98	\$1,811 31	\$2,265 00	4,076 31
Final homestead entries	180	[24,838.32]	1,236 65	.....	1,236 65
Lands entered under the timber-culture laws	4	440.00	16 00	30 00	46 00
Lands entered with military bounty land warrants	1	160.00	.....	4 00	4 00
Lands selected under grants to railroads ..	788	125,959.28	.....	1,576 00	1,576 00
Applications to purchase mineral lands ...	45	.....	.....	450 00	450 00
Applications to purchase timber and stone lands	72	.....	.....	720 00	720 00
Mineral protests, adverse claims	9	.....	.....	90 00	90 00
Pre-emption declaratory statements	271	.....	.....	810 00	810 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	464 40
Total of all classes of entries and amount received therefrom	1,863	211,998.68	3,063 96	5,945 00	62,576 72
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	6,000 00
Incidental expenses .....	.....	.....	.....	.....	1,233 00
Total expenses .....	.....	.....	.....	.....	7,233 00
Amount received in certificates of deposit on account of surveys .....	.....	.....	.....	.....	5,398 50

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at San Francisco, Cal., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	66	15,789.88	.....	.....	\$19,737 61
Sales of land subject to pre-emption entry	205	30,654.54	.....	.....	45,767 09
Sales of timber and stone lands	443	61,543.31	.....	.....	153,857 23
Sales of mineral lands	2	41.30	.....	.....	210 00
Sales of coal lands	2	360.00	.....	.....	4,000 00
Excess payments on homestead, timber- culture, and other entries and locations ..	121	257.25	.....	.....	7,600 82
Homestead entries commuted to cash under section 2301, Revised Statutes	41	[6,077.35]	.....	.....	8,511 57
Homestead entries commuted to cash under section 2, act June 15, 1880	51	[7,563.63]	.....	.....	9,511 42
Total cash sales	931	122,287.26	.....	.....	249,195 74
Original homestead entries	537	79,073.66	\$4,324 50	\$5,065 00	9,389 50
Final homestead entries	246	[35,506.17]	1,836 00	.....	1,836 00
Lands entered under the timber-culture laws	45	6,297.02	160 00	415 00	595 00
Lands entered with military bounty land warrants	6	640.00	.....	20 00	20 00
Lands entered with Valentine scrip	1	40.00	.....	1 00	1 00
Valentine scrip filings	1	.....	.....	1 00	1 00
Lands selected under grants to railroads ..	282	44,827.85	.....	563 00	563 00
Applications to purchase coal lands	1	.....	.....	3 00	3 00
Applications to purchase timber and stone lands	443	.....	.....	4,430 00	4,430 00
Pre-emption declaratory statements	854	.....	.....	2,562 00	2,562 00
Soldiers' and sailors' homestead declaratory statements	15	.....	.....	45 00	45 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	2,613 97
Total of all classes of entries and amount received therefrom	3,362	288,671.96	6,340 50	13,105 00	271,255 21
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	6,000 00
Incidental expenses .....	.....	.....	.....	.....	2,442 75
Total expenses .....	.....	.....	.....	.....	8,442 75
Amount received in certificates of deposit on account of surveys .....	.....	.....	.....	.....	39,077 53

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Shasta, Cal., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry.....	1	197. 96	.....	.....	\$247 45
Sales of land subject to pre-emption entry.....	56	7, 741. 83	.....	.....	13, 814 36
Sales of timber and stone lands.....	43	5, 831. 53	.....	.....	14, 578 81
Sales of mineral lands.....	9	347. 21	.....	.....	1, 012 50
Sales of coal lands.....	1	120. 00	.....	.....	1, 200 00
Sales of town-sites.....	1	258. 19	.....	.....	322 75
Excess payments on homestead, timber- culture, and other entries and locations.....	12	46. 89	.....	.....	306 91
Final entries under the desert land act....	1	[240. 00]	.....	.....	240 00
Homestead entries commuted to cash under section 2301, Revised Statutes.....	7	[857. 83]	.....	.....	1, 744 57
Homestead entries commuted to cash under section 2, act June 15, 1880.....	8	[1, 200. 00]	.....	.....	1, 477 00
Total cash sales.....	189	16, 841. 44	.....	.....	34, 944 35
Original homestead entries.....	155	23, 491. 84	\$1, 516 50	\$1, 450 00	2, 966 50
Final homestead entries.....	74	[10, 945. 09]	706 50	.....	706 50
Final entries under the timber-culture laws.....	3	[480. 00]	12 00	80 00	42 00
State selections.....	6	935. 09	.....	12 00	12 00
Applications to purchase mineral lands....	40	.....	.....	400 00	400 00
Applications to purchase timber and stone lands.....	43	.....	.....	430 00	430 00
Mineral protests, adverse claims.....	7	.....	.....	70 00	70 00
Pre-emption declaratory statements.....	187	.....	.....	411 00	411 00
Soldiers' and sailors' homestead declara- tory statements.....	2	.....	.....	6 00	6 00
Amount received for reducing testimony to writing.....	.....	.....	.....	.....	343 40
Total of all classes of entries and amount received therefrom.....	606	52, 693. 46	2, 235 00	2, 809 00	40, 831 75
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	5, 063 89
Expense of depositing.....	.....	.....	.....	.....	111 55
Total expenses.....	.....	.....	.....	.....	5, 175 44
Amount received in certificates of deposit on account of surveys.....	.....	.....	.....	.....	200 00

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of business transacted at the local land office at Stockton, Cal., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry.....	4	1, 117. 12	.....	.....	\$1, 896 40
Sales of land subject to pre-emption entry.....	171	24, 430. 89	.....	.....	82, 249 18
Sales of timber and stone lands.....	30	4, 494. 39	.....	.....	11, 235 99
Sales of mineral lands.....	10	625. 92	.....	.....	1, 675 00
Sales of town-site entries.....	1	69. 32	.....	.....	86 65
Excess payments on homestead, timber- culture, and other entries and locations.....	21	131. 36	.....	.....	164 20
Homestead entries commuted to cash under section 2301, Revised Statutes.....	24	[3, 625. 69]	.....	.....	4, 810 78
Homestead entries commuted to cash under section 2, act June 15, 1880.....	8	[1, 149. 72]	.....	.....	1, 862 30
Total cash sales	269	35, 653. 41	.....	.....	52, 980 50
Original homestead entries.....	252	38, 403. 18	\$1, 457 66	\$2, 460 00	3, 917 66
Final homestead entries	196	[29, 846 18]	1, 149 25	.....	1, 149 25
Lands entered under the timber-culture laws	15	2, 080. 20	60 00	140 00	200 00
Lands entered with military bounty-land warrants	3	320. 00	.....	12 00	12 00
Lands selected under grants to railroads..	1	198. 75	.....	2 00	2 00
State selections	5	803. 01	.....	10 00	10 00
Applications to purchase mineral lands...	14	.....	.....	140 00	140 00
Applications to purchase timber and stone lands.....	30	.....	.....	300 00	300 00
Pre-emption declaratory statements.....	486	.....	.....	1, 458 00	1, 458 00
Soldiers' and sailors' homestead declara- tory statements	1	.....	.....	3 00	3 00
Amount received for reducing testimony to writing.....	.....	.....	.....	.....	715 23
Total of all classes of entries and amount received therefrom.....	1, 274	107, 304. 83	2, 666 91	4, 525 00	60, 887 64
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	6, 000 00
Expense of depositing .....	.....	.....	.....	.....	74 50
Total expenses.....	.....	.....	.....	.....	6, 074 50

NOTE.—The area in brackets is not included in the aggregate, by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Susanville, Cal., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	52	7,340.62	.....	.....	\$9,175 47
Sales of timber and stone lands	10	1,274.34	.....	.....	3,185 85
Sales of mineral lands	5	599.95	.....	.....	1,559 37
Excess payments on homestead, timber- culture, and other entries and locations..	3	10.80	.....	.....	18 50
Original entries under the desert land act	15	4,595.90	.....	.....	1,188 97
Final entries under the desert land act....	10	[3,340.25]	.....	.....	3,340 25
Homestead entries commuted to cash un- der section 2301, Revised Statutes.....	14	2,253.29	.....	.....	2,799 34
Homestead entries commuted to cash un- der section 2, act June 15, 1880	6	959.65	.....	.....	1,103 56
Total cash sales	115	20,374.80	.....	.....	22,371 31
Original homestead entries.....	72	10,865.59	\$407 78	\$695 00	1,102 78
Final homestead entries.....	80	[12,437.31]	466 31	.....	466 31
Lands entered under the timber-culture laws.....	18	2,055.69	72 00	140 00	212 00
Lands entered with military bounty land warrants.....	1	.....	.....	2 00	2 00
State selections	4	624.00	.....	8 00	8 00
Applications to purchase mineral lands ...	22	.....	.....	220 00	220 00
Applications to purchase timber and stone lands.....	8	.....	.....	80 00	80 00
Desert land filings.....	24	.....	.....	72 00	72 00
Pre-emption declaratory statements	112	.....	.....	330 00	330 00
Soldiers' and sailors' homestead declara- tory statements	1	.....	.....	3 00	3 00
Amount received for reducing testimony to writing.....	.....	.....	.....	.....	343 25
Total of all classes of entries and amount received therefrom	457	46,357.39	946 09	1,550 00	25,210 65
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	3,704 26
Expense of depositing .....	.....	.....	.....	.....	253 05
Incidental expenses.....	.....	.....	.....	.....	720 28
Total expenses .....	.....	.....	.....	.....	4,677 59

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Visalia, Cal., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry.....	13	2, 357. 85	.....	.....	\$2, 947 31
Sales of land subject to pre-emption entry.....	35	4, 485. 75	.....	.....	7, 422 12
Sales of timber and stone lands.....	16	1, 742. 10	.....	.....	4, 355 25
Excess payments on homestead, timber- culture, and other entries and locations.....	32	181. 60	.....	.....	722 90
Original entries under the desert land act.....	22	10, 528. 87	.....	.....	2, 632 22
Final entries under the desert land act.....	3	[395. 75]	.....	.....	395 75
Homestead entries commuted to cash un- der section 2301, Revised Statutes.....	9	[1, 428. 83]	.....	.....	2, 986 05
Homestead entries commuted to cash un- der section 2, act June 15, 1880.....	9	[968. 75]	.....	.....	1, 421 20
Total cash sales.....	139	22, 029. 50	.....	.....	22, 882 80
Original homestead entries.....	199	29, 103. 93	\$1, 861 04	\$1, 830 00	3, 691 04
Final homestead entries.....	103	[12, 860. 50]	757 65	.....	757 65
Lands entered under the timber-culture laws.....	76	11, 990. 89	304 00	705 00	1, 009 00
Final entries under the timber-culture laws.....	1	[160. 00]	.....	4 00	4 00
Lands entered with military bounty land warrants.....	1	160. 00	.....	4 00	4 00
Lands selected under grants to railroads.....	68	10, 900. 69	.....	136 00	136 00
Applications to purchase timber and stone lands.....	16	.....	.....	160 00	160 00
Pre-emption declaratory statements.....	150	.....	.....	444 00	444 00
Soldiers' and sailors' homestead declara- tory statements.....	2	.....	.....	6 00	6 00
Amount received for reducing testimony to writing.....	.....	.....	.....	.....	698 00
Total of all classes of entries and amount received therefrom.....	755	87, 205. 51	2, 922 69	3, 289 00	29, 792 49
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	5, 883 82
Expense of depositing.....	.....	.....	.....	.....	56 75
Incidental expenses.....	.....	.....	.....	.....	180 00
Total expenses.....	.....	.....	.....	.....	6, 120 57

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Central City, Colo., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	34	5,494.30	.....	.....	\$6,867 81
Sales of mineral lands	361	1,961.73	.....	.....	9,950 00
Excess payments on homestead, timber- culture, and other entries and locations..	3	6.39	.....	.....	7 91
Homestead entries commuted to cash un- der section 2301, Revised Statutes.....	5	[800.00]	.....	.....	1,000 00
Total cash sales	403	8,252.42	.....	.....	17,825 72
Original homestead entries.....	57	8,766.26	\$361 50	\$545 00	906 50
Final homestead entries.....	21	[2,880.00]	117 24	.....	117 24
Lands entered under the timber-culture laws.....	8	1,240.00	32 00	80 00	112 00
Lands entered with agricultural college scrip	1	160.00	.....	4 00	4 00
Applications to purchase mineral lands...	363	.....	.....	3,630 00	3,630 00
Mineral protests, adverse claims	51	.....	.....	510 00	510 00
Pre-emption declaratory statements.....	314	.....	.....	942 00	942 00
Soldiers' and sailors' homestead declara- tory statements	5	.....	.....	15 00	15 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	26 50
Total of all classes of entries and amount received therefrom.....	1,223	21,296.68	510 74	5,726 00	24,149 26
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	6,000 00
Expense of depositing.....	.....	.....	.....	.....	103 00
Incidental expenses .....	.....	.....	.....	.....	1,262 50
Total expenses .....	.....	.....	.....	.....	7,365 50
Amount received in certificates of deposit on account of surveys .....	.....	.....	.....	.....	629 00

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Del Norte, Colo., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry	48	6,743.00	.....	.....	\$8,428 76
Sales of mineral lands	24	199.87	.....	.....	1,015 00
Additional payments on coal lands .....			.....	.....	3,200 00
Sale of town-site	1	440.00	.....	.....	550 00
Excess payments on homestead, timber- culture, and other entries and locations..	4	11.60	.....	.....	46 51
Homestead entries commuted to cash un- der section 2301, Revised Statutes	13	[2,038.58]	.....	.....	2,498 64
Homestead entries commuted to cash un- der section 2, act June 15, 1880	1	[117.10]	.....	.....	131 87
Total cash sales	91	9,550.15	.....	.....	15,870 78
Original homestead entries	70	10,665.70	\$400 50	\$670 00	1,070 50
Final homestead entries	56	[8,872.28]	333 00	.....	333 00
Lands entered under the timber-culture laws	18	2,131.50	72 00	155 00	227 00
Applications to purchase mineral lands....	39	.....	.....	390 00	390 00
Applications to purchase coal lands	5	.....	.....	15 00	15 00
Mineral protests, adverse claims	15	.....	.....	150 00	150 00
Pre-emption declaratory statements	130	.....	.....	390 00	390 00
Soldiers' and sailors' homestead declara- tory statements	1	.....	.....	3 00	3 00
Amount received for reducing testimony to writing .....			.....	.....	210 00
Total of all classes of entries and amount received therefrom	425	31,219.72	805 50	1,773 00	18,659 28
Salaries, fees, and commissions of register and receiver .....			.....	.....	3,280 28
Expense of depositing .....			.....	.....	123 00
Incidental expenses .....			.....	.....	785 62
Total expenses					4,188 90
Amount received in certificates of deposit on account of surveys					4,543 60

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Denver City, Colo., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry.....	16	1,750.25	.....	.....	\$2,187 81
Sales of land subject to pre-emption entry.....	201	27,913.90	.....	.....	43,782 55
Sales of mineral lands.....	4	40.66	.....	.....	239 36
Excess payments on homestead, timber- culture, and other entries and locations..	28	99.89	.....	.....	401 45
Homestead entries commuted to cash under section 2301, Revised Statutes.....	26	[3,599.29]	.....	.....	6,297 00
Homestead entries commuted to cash under section 2, act June 15, 1880.....	6	[720.00]	.....	.....	1,303 06
Total cash sales.....	281	34,123.69	.....	.....	54,211 17
Original homestead entries.....	398	59,675.36	\$3,678 00	\$3,710 00	7,398 00
Final homestead entries.....	110	[14,499.81]	903 00	.....	903 00
Lands entered under the timber-culture laws.....	319	46,141.27	1,272 00	2,980 00	4,232 00
Lands entered with military bounty land warrants.....	2	320.00	.....	8 00	8 00
Lands selected under grants to railroads..	81	12,914.20	.....	162 00	162 00
Applications to purchase mineral lands....	7	.....	.....	70 00	70 00
Applications to purchase coal lands.....	8	.....	.....	24 00	24 00
Mineral protests, adverse claims.....	2	.....	.....	20 00	20 00
Pre-emption declaratory statements.....	1,145	.....	.....	3,435 00	3,435 00
Soldiers' and sailors' homestead declara- tory statements.....	19	.....	.....	57 00	57 00
Amount received for reducing testimony to writing.....	.....	.....	.....	.....	296 00
Total of all classes of entries and amount received therefrom.....	2,372	167,674.33	5,853 00	10,446 00	70,806 17
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	6,000 00
Incidental expenses.....	.....	.....	.....	.....	1,678 00
Total expenses.....	.....	.....	.....	.....	7,678 00
Amount received in certificates of deposit on account of surveys.....	.....	.....	.....	.....	9,924 00

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Durango, Colo., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	24	3,562.40	.....	.....	\$4,453 00
Sales of mineral lands	89	971.69	.....	.....	4,690 00
Sales of coal lands	2	235.52	.....	.....	4,710 40
Sales of town-sites	1	41.41	.....	.....	51 76
Excess payments on homestead, timber- culture, and other entries and locations..	3	10.81	.....	.....	18 51
Homestead entries commuted to cash under section 2301, Revised Statutes	2	[320.00]	.....	.....	400 00
Total cash sales	121	5,141.83	.....	.....	14,318 67
Original homestead entries	43	6,660.73	\$249 00	\$425 00	674 00
Final homestead entries	11	[1,720.00]	64 50	.....	64 50
Lands entered under the timber-culture laws	1	159.45	4 00	10 00	14 00
Valentine scrip filings	2	.....	.....	2 00	2 00
Lands entered with Porterfield scrip	1	40.00	.....	1 00	1 00
Lands entered with Wilson scrip	2	80.00	.....	.....	.....
Applications to purchase mineral lands ..	160	.....	.....	1,600 00	1,600 00
Applications to purchase coal lands	24	.....	.....	72 00	72 00
Mineral protests, adverse claims	20	.....	.....	200 00	200 00
Pre-emption declaratory statements	141	.....	.....	423 00	423 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	70 50
Total of all classes of entries and amount received therefrom	526	13,802.01	317 50	2,733 00	17,439 67
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	3,819 68
Expense of depositing .....	.....	.....	.....	.....	85 20
Incidental expenses .....	.....	.....	.....	.....	753 45
Total expenses .....	.....	.....	.....	.....	4,608 33

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

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Statement of the business transacted at the local land office at Gunnison, Colo., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	50	7, 144. 28	.....	.....	\$8, 930 36
Sales of mineral lands	15	405. 97	.....	.....	1, 367 50
Sales of coal lands	4	1, 925. 55	.....	.....	38, 511 00
Excess payments on homestead, timber- culture, and other entries and locations..	1	1. 30	.....	.....	1 60
Homestead entries commuted to cash un- der section 2301, Revised Statutes	2	[320. 00]	.....	.....	400 00
Total cash sales	72	9, 797. 10	.....	.....	49, 210 45
Original homestead entries	13	1, 838. 99	\$69 00	\$120 00	149 00
Final homestead entries	1	[100. 00]	6 00	.....	6 00
Lands entered under the timber-culture laws	3	236. 37	12 00	20 00	32 00
Applications to purchase mineral lands...	18	.....	.....	180 00	180 00
Applications to purchase coal lands	12	.....	.....	36 00	36 00
Mineral protests, adverse claims	4	.....	.....	40 00	40 00
Pre-emption declaratory statements	96	.....	.....	288 00	288 00
Soldiers' and sailors' homestead declara- tory statements	1	.....	.....	3 00	3 00
Total of all classes of entries and amount received therefrom	220	12, 032. 46	87 00	687 00	49, 964 45
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	1, 483 25
Expenses of depositing .....	.....	.....	.....	.....	75 40
Incidental expenses .....	.....	.....	.....	.....	1, 356 42
Total expenses .....	.....	.....	.....	.....	2, 915 07
Amount received in certificates of deposit on account of surveys .....	.....	.....	.....	.....	131 15

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Lake City, Colo., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	26	4,337.85	.....	.....	\$5,422 32
Sales of coal lands.....	246	3,424.95	.....	.....	15,002 50
Excess payments on homestead, timber- culture, and other entries and locations..	3	7.30	.....	.....	9 12
Homestead entries commuted to cash un- der section 2301, Revised Statutes	4	[629.71]	.....	.....	787 15
Total cash sales.....	279	8,399.81	.....	.....	21,221 09
Original homestead entries.....	20	2,871.47	\$109 50	\$185 00	294 50
Final homestead entries.....	3	[480.00]	18 00	.....	18 00
Lands entered under the timber-culture laws.....	5	546.62	20 00	40 00	60 00
Lands entered with military bounty land warrants	1	160.00	.....	4 00	4 00
Applications to purchase mineral lands...	283	.....	.....	2,830 00	2,830 00
Applications to purchase coal lands.....	2	.....	.....	6 00	6 00
Mineral protests, adverse claims	21	.....	.....	210 00	210 00
Pre-emption declaratory statements.....	64	.....	.....	192 00	192 00
Total of all classes of entries and amount received therefrom.....	678	12,457.90	147 50	3,467 00	24,835 59
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	4,702 34
Expense of depositing.....	.....	.....	.....	.....	23 00
Incidental expenses .....	.....	.....	.....	.....	795 75
Total expenses .....	.....	.....	.....	.....	5,521 09
Amount received in certificates of deposit on account of surveys .....	.....	.....	.....	.....	200 60

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Leadville, Colo., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	7	1,471.60	.....	.....	\$1,839 50
Sales of land subject to pre-emption entry	104	15,111.26	.....	.....	18,889 25
Sales of mineral lands	576	5,888.90	.....	.....	27,060 50
Sales of coal lands	23	3,560.00	.....	.....	64,800 00
Sales of town-sites	4	1,450.00	.....	.....	1,812 50
License payments on homestead, timber- culture, and other entries and locations	2	1.49	.....	.....	1 87
Homestead entries commuted to cash un- der section 2301, Revised Statutes	4	560.00	.....	.....	700 00
Total cash sales	720	28,043.25			115,103 62
Original homestead entries	49	7,410.75	\$276 00	\$465 00	741 00
Final homestead entries	19	[2,800.00]	105 00	.....	105 00
Lands entered under the timber culture laws	1	40.00	4 00	5 00	9 00
Applications to purchase mineral lands	564	.....	.....	5,640 00	5,640 00
Applications to purchase coal lands	121	.....	.....	363 00	363 00
Mineral protests, adverse claims	132	.....	.....	1,320 00	1,320 00
Pre-emption declaratory statements	645	.....	.....	1,932 00	1,932 00
Soldiers' and sailors' homestead declara- tory statements	1	.....	.....	3 00	3 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	47 50
Total of all classes of entries and amount received therefrom	2,252	38,294.00	385 00	9,728 00	125,264 12
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	6,000 00
Incidental expenses .....	.....	.....	.....	.....	4,267 07
Total expenses .....	.....	.....	.....	.....	10,267 07
Amount received in certificates of deposit on account of surveys .....	.....	.....	.....	.....	300 00

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Pueblo, Colo., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry.....	51	10,804.08	.....	.....	\$13,705 12
Sales of land subject to pre-emption entry..	239	33,846.87	.....	.....	43,208 65
Sales of mineral lands	46	406.52	.....	.....	2,145 00
Sales of coal lands	10	1,474.34	.....	.....	29,486 80
Sales of abandoned military reservations..	7	346.84	.....	.....	562 41
Excess payments on homestead, timber- culture, and other entries and locations..	60	351.99	.....	.....	440 65
Homestead entries commuted to cash un- der section 2301, Revised Statutes.....	18	[2,800.20]	.....	.....	3,500 25
Homestead entries commuted to cash un- der section 2, act June 15, 1880	18	[2,613.36]	.....	.....	2,987 50
Total cash sales.....	449	52,644.20	.....	.....	96,035 78
Original homestead entries	737	112,911.17	\$4,269 00	\$7,210 00	11,479 00
Final homestead entries	501	[75,680.06]	2,848 50	.....	2,848 50
Lands entered under the timber-culture laws	58	8,180.72	282 00	525 00	757 00
Lands entered with military bounty land warrants	1	120.00	.....	3 00	3 00
Applications to purchase mineral lands ...	40	.....	.....	400 00	400 00
Applications to purchase coal lands.....	20	.....	.....	60 00	60 00
Mineral protests, adverse claims	9	.....	.....	90 00	90 00
Pre-emption declaratory statements.....	1,583	.....	.....	4,749 00	4,749 00
Soldiers' and sailors' homestead declara- tory statements	5	.....	.....	15 00	15 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	787 90
Total of all classes of entries and amount received therefrom.....	3,403	249,545 15	7,349 50	13,052 00	117,225 18
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	6,000 00
Expense of depositing.....	.....	.....	.....	.....	59 00
Incidental expenses .....	.....	.....	.....	.....	1,590 00
Total expenses.....	.....	.....	.....	.....	7,649 00
Amount received in certificates of deposit on account of surveys .....	.....	.....	.....	.....	12,748 56

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Aberdeen, Dak., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	1, 125	176, 919. 58	.....	.....	\$221, 156 49
Amount received from competitive bids...	.....	.....	.....	.....	3, 251 00
Excess payments on homestead, timber- culture, and other entries and locations..	170	580. 34	.....	.....	725 64
Homestead entries commuted to cash under section 2301, Revised Statutes.	364	[57, 968. 09]	.....	.....	72, 390 74
Homestead entries commuted to cash under section 2, act June 15, 1880	5	[799. 70]	.....	.....	930 00
Total cash sales	1, 664	236, 267. 71	.....	.....	298, 453 87
Original homestead entries	1, 863	290, 433. 19	\$7, 265 27	\$18, 240 00	25, 505 27
Final homestead entries	18	[2, 559. 94]	62 00	.....	62 00
Lands entered under the timber-culture laws	738	117, 277. 86	2, 944 00	7, 350 00	10, 294 00
Lands entered with military bounty land warrants	6	680. 00	.....	21 00	21 00
Lands entered with agricultural college scrip	3	480. 00.	.....	12 00	12 00
Lands entered with Israel Dodge scrip	12	480. 00	.....	12 00	12 00
Pre-emption declaratory statements	1, 555	.....	.....	3, 110 00	3, 110 00
Soldiers' and sailors' homestead declara- tory statements	429	.....	.....	858 00	858 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	1, 002 00
Total of all classes of entries and amount received therefrom	6, 288	648, 178. 70	10, 271 27	29, 603 00	339, 330 14
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	4, 483 74
Expense of depositing .....	.....	.....	.....	.....	38 04
Incidental expenses .....	.....	.....	.....	.....	3, 311 67
Total expenses .....	.....	.....	.....	.....	7, 833 45
Amount received in certificates of deposit on account of surveys .....	.....	.....	.....	.....	131, 941 88

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Bismarck, Dak., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	36	5,385.53	.....	.....	\$13,163 84
Sales of coal lands.....	5	431.13	.....	.....	4,311 30
Amount received from competitive bids.....			.....	.....	35 00
Excess payments on homestead, timber- culture, and other entries and locations..	91	299.20	.....	.....	735 68
Homestead entries commuted to cash under section 2301, Revised Statutes.....	34	[5,430.15]	.....	.....	13,365 42
Homestead entries commuted to cash under section 2, act June 15, 1880.....	8	[1,195.55]	.....	.....	2,662 87
Total cash sales.....	174	12,741.56	.....	.....	34,274 11
Original homestead entries.....	1,415	222,484.74	\$10,901 70	\$13,975 00	24,876 70
Final homestead entries.....	30	[4,498.74]	226 00	.....	226 00
Lands entered under the timber-culture Laws.....	1,007	159,565.48	4,024 00	10,035 00	14,059 00
Lands entered with military bounty land warrants.....	1	80.00	.....	4 00	4 00
Lands entered with Valentine scrip.....	5	200.00	.....	5 00	5 00
Lands selected under grants to railroads..	422	67,527.11	.....	844 00	844 00
Pre-emption declaratory statements.....	614	.....	.....	1,226 00	1,226 00
Soldiers' and sailors' homestead declara- tory statements.....	128	.....	.....	256 00	256 00
Total of all classes of entries and amount received therefrom.....	3,796	467,092.63	15,151 70	26,345 00	75,770 81
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	5,991 85
Expense of depositing.....	.....	.....	.....	.....	101 60
Incidental expenses.....	.....	.....	.....	.....	786 00
Total expenses.....	.....	.....	.....	.....	6,879 45
Amount received in certificates of deposit on account of surveys.....	.....	.....	.....	.....	800 00

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Deadwood, Dak., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	184	27, 217. 94	.....	.....	\$34, 008 37
Sales of mineral lands.....	39	854. 79	.....	.....	1, 667 50
Excess payments on homestead, timber- culture, and other entries and locations..	8	30. 25	.....	.....	37 82
Homestead entries commuted to cash un- der section 2301, Revised Statutes.....	13	[1, 918. 07]	.....	.....	2, 397 60
Homestead entries commuted to cash un- der section 2, act June 15, 1880.....	9	[1, 440. 19]	.....	.....	1, 772 23
Total cash sales.....	253	30, 961. 24	.....	.....	39, 883 72
Original homestead entries.....	336	52, 408. 75	\$1, 317 00	\$3, 320 00	4, 637 00
Final homestead entries.....	45	[6, 934. 99]	176 00	.....	176 00
Lands entered under the timber-culture laws.....	179	27, 514. 17	716 00	1, 745 00	2, 461 00
Applications to purchase mineral lands...	42	.....	.....	420 00	420 00
Mineral protests, adverse claims.....	18	.....	.....	180 00	180 00
Pre-emption declaratory statements.....	401	.....	.....	802 00	802 00
Soldiers' and sailors' homestead declara- tory statements.....	7	.....	.....	14 00	14 00
Amount received for reducing testimony to writing.....	.....	.....	.....	.....	616 95
Total of all classes of entries and amount received therefrom.....	1, 281	117, 819. 15	2, 209 00	6, 481 00	49, 190 67
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	6, 000 00
Expense of depositing.....	.....	.....	.....	.....	264 51
Incidental expenses.....	.....	.....	.....	.....	1, 000 00
Total expenses.....	.....	.....	.....	.....	7, 264 51

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Fargo, Dak., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	1,455	227,966.35	.....	.....	\$438,575 24
Excess payments on homestead, timber-culture, and other entries and locations..	154	641.49	.....	.....	2,316 54
Homestead entries commuted to cash under section 2301, Revised Statutes.....	545	[85,056.22]	.....	.....	180,564 49
Homestead entries commuted to cash under section 2, act June 15, 1880.....	94	[14,584.96]	.....	.....	30,549 90
Total cash sales	2,248	328,249.02	.....	.....	652,006 17
Original homestead entries	2,200	343,520.21	\$13,815 84	\$21,575 00	35,390 84
Final homestead entries	367	[52,519.20]	2,840 67	.....	2,340 67
Lands entered under the timber-culture laws.....	1,465	222,637.35	5,840 00	14,555 00	20,395 00
Lands entered with military bounty land warrants	22	2,718.21	.....	80 00	80 00
Lands selected under grants to railroads..	8,419	546,984.54	.....	6,838 00	6,838 00
Pre-emption declaratory statements.....	3,329	.....	.....	6,640 00	6,640 00
Soldiers' and sailors' homestead declaratory statements	246	.....	.....	492 00	492 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	3,690 67
Total of all classes of entries and amount received therefrom.....	13,296	1,506,628.53	21,996 51	50,180 00	727,873 35
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	6,000 00
Expense of depositing.....	.....	.....	.....	.....	360 24
Incidental expenses.....	.....	.....	.....	.....	3,900 00
Total expenses .....	.....	.....	.....	.....	10,260 24
Amount received in certificates of deposit on account of surveys.....	.....	.....	.....	.....	409,921 84

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Grand Forks, Dak., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	1, 592	246, 261. 31	.....	.....	\$307, 829 85
Excess payments on homestead, timber- culture, and other entries and locations..	65	717. 99	.....	.....	897 44
Homestead entries commuted to cash un- der section 2301, Revised Statutes	1, 658	[259, 458. 75]	.....	.....	323, 550 16
Homestead entries commuted to cash un- der section 2, act June 15, 1880	167	[26, 395. 87]	.....	.....	30, 588 77
Total cash sales	3, 482	532, 833. 92	.....	.....	662, 866 22
Original homestead entries	1, 479	226, 187. 27	\$5, 649 25	\$14, 250 00	19, 899 25
Final homestead entries	97	[13, 888. 48]	348 00	.....	348 00
Lands entered under the timber-culture laws	683	105, 593. 65	2, 704 00	6, 645 00	9, 349 00
Lands entered with military bounty land warrants	11	1, 520. 00	.....	38 00	38 00
Lands entered with agricultural college scrip	1	160. 00	.....	4 00	4 00
Lands entered with Valentine scrip	49	1, 960. 00	.....	49 00	49 00
Pre-emption declaratory statements	1, 890	.....	.....	3, 746 00	3, 746 00
Soldiers' and sailors' homestead declara- tory statements	45	.....	.....	90 00	90 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	5, 437 00
Total of all classes of entries and amount received therefrom	7, 737	882, 143. 32	8, 701 25	24, 822 00	701, 826 47
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	6, 000 00
Expense of depositing .....	.....	.....	.....	.....	56 56
Incidental expenses .....	.....	.....	.....	.....	4, 559 75
Total expenses .....	.....	.....	.....	.....	10, 616 31
Amount received in certificates of deposit on account of surveys .....	.....	.....	.....	.....	276, 226 95

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Mitchell, Dak., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	1,407	218,258.70	.....	.....	\$272,823 63
Excess payments on homestead, timber-culture, and other entries and locations..	230	1,878.34	.....	.....	2,347 94
Homestead entries commuted to cash under section 2301, Revised Statutes	879	[138,080.74]	.....	.....	172,599 50
Homestead entries commuted to cash under section 2, act June 15, 1880	106	[16,478.77]	.....	.....	19,138 40
Total cash sales	2,622	374,696.55	.....	.....	466,909 47
Original homestead entries.....	4,802	745,995.29	\$18,651 34	\$47,050 00	65,701 34
Final homestead entries	410	[64,163.17]	1,604 64	.....	1,604 64
Lands entered under the timber-culture laws	1,743	271,208.87	6,908 00	17,045 00	23,953 00
Final entries under the timber-culture laws.....	29	[3,874.57]	.....	116 00	116 00
Lands entered with military bounty land warrants	14	1,612.56	.....	41 00	41 00
Lands entered with Valentine scrip.....	4	160.00	.....	400	4 00
Lands entered with Israel Dodge scrip....	4	160.00	.....	4 00	4 00
Pre-emption declaratory statements.....	2,999	.....	.....	5,996 00	5,996 00
Soldiers' and sailors' homestead declaratory statements	1,259	.....	.....	2,518 00	2,518 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	1,092 00
Total of all classes of entries and amount received therefrom.....	13,886	1,461,871.01	27,163 98	72,774 00	567,939 45
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	6,000 00
Expense of depositing.....	.....	.....	.....	.....	372 00
Incidental expenses .....	.....	.....	.....	.....	5,325 01
Total expenses .....	.....	.....	.....	.....	11,697 01
Amount received in certificates of deposit on account of surveys .....	.....	.....	.....	.....	178,608 73

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Huron, Dak., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commissions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	2,491	394,060.77	.....	.....	\$493,371.07
Amount received from competitive bids ..	.....	.....	.....	.....	2,112.75
Excess payments on homestead, timber-culture, and other entries and locations..	361	5,271.02	.....	.....	6,590.11
Homestead entries commuted to cash under section 2301, Revised Statutes.....	482	[77,434.07]	.....	.....	96,782.67
Homestead entries commuted to cash under section 2, act June 15, 1880	12	[1,855.75]	.....	.....	2,152.00
Total cash sales	3,346	479,221.61	.....	.....	601,019.53
Original homestead entries.....	4,521	705,620.91	\$17,658.71	\$44,375.00	62,033.71
Final homestead entries.....	43	[6,262.89]	157.52	.....	157.52
Lands entered under the timber-culture laws.....	2,442	387,074.86	9,740.00	24,315.00	34,055.00
Lands entered with military bounty land warrants.....	8	1,280.00	.....	32.00	32.00
Lands entered with agricultural college scrip	1	160.00	.....	4.00	4.00
Lands entered with private land scrip	3	400.00	.....	10.00	10.00
Lands entered with Valentine scrip	3	120.00	.....	2.00	2.00
Lands entered with Sioux half-breed scrip	1	160.00	.....	.....	.....
Lands entered with Israel Dodge scrip....	4	160.00	.....	4.00	4.00
Valentine scrip filings.....	1	.....	.....	1.00	1.00
Pre-emption declaratory statements.....	5,301	.....	.....	10,580.00	10,580.00
Soldiers' and sailors' homestead declaratory statements	1,243	.....	.....	2,486.00	2,486.00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	1,714.00
Total of all classes of entries and amount received therefrom.....	16,917	1,580,400.27	27,556.23	81,809.00	712,096.32
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	4,369.60
Expense of depositing.....	.....	.....	.....	.....	31.60
Incidental expenses.....	.....	.....	.....	.....	4,531.92
Total expenses .....	.....	.....	.....	.....	8,933.12
Amount received in certificates of deposit on account of surveys .....	.....	.....	.....	.....	200,768.04

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Watertown, Dak., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	832	180, 094. 75	.....	.....	\$163, 218 58
Amount received from competitive bids.....					264 00
Excess payments on homestead, timber- culture, and other entries and locations..	247	1, 056. 53	.....	.....	1, 500 72
Homestead entries commuted to cash un- der section 2301, Revised Statutes.....	338	[54, 194. 44]	.....	.....	69, 132 20
Homestead entries commuted to cash un- der section 2, act June 15, 1880.....	105	[16, 033. 73]	.....	.....	19, 794 30
Total cash sales.....	1, 522	201, 379. 45	.....	.....	253, 909 80
Original homestead entries.....	3, 657	573, 673. 65	\$14, 648 49	\$36, 095 00	50, 743 49
Final homestead entries.....	182	[28, 538. 51]	845 65	.....	845 65
Lands entered under the timber-culture Laws.....	2, 271	357, 718 58	9, 076 00	22, 525 00	31, 601 00
Final entries under the timber-culture Laws.....	1	[160. 00]	.....	4 00	4 00
Lands entered with military bounty land warrants.....	4	320. 00	.....	16 00	16 00
Lands entered with private land scrip....	2	160. 00	.....	4 00	4 00
Pre-emption declaratory statements.....	3, 632	.....	.....	7, 264 00	7, 264 00
Soldiers' and sailors' homestead declara- tory statements.....	799	.....	.....	1, 598 00	1, 598 00
Amount received for reducing testimony to writing.....			.....	.....	1, 172 50
Total of all classes of entries and amount received therefrom.....	12, 070	1, 161, 950. 19	24, 570 14	67, 506 00	347, 158 44
Salaries, fees, and commissions of register and receiver.....					6, 000 00
Expense of depositing.....					23 74
Incidental expenses.....					3, 434 00
Total expenses.....					9, 457 74
Amount received in certificates of deposit on account of surveys.....					91, 637 66

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Yankton, Dak., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	387	57,858.72	.....	.....	\$72,319 96
Excess payments on homestead, timber- culture, and other entries and locations.	164	903.57	.....	.....	1,129 33
Homestead entries commuted to cash un- der section 2301, Revised Statutes	95	[14,019.94]	.....	.....	17,513 16
Homestead entries commuted to cash un- der section 2, act June 15, 1880	97	[14,978.62]	.....	.....	17,312 99
Total cash sales	743	87,760.85	.....	.....	108,275 66
Original homestead entries	1,788	277,062.67	\$6,926 22	\$17,465 00	24,391 22
Final homestead entries	543	[85,482.35]	2,136 65	.....	2,136 65
Lands entered under the timber-culture laws	671	96,828.76	2,672 00	6,210 00	8,882 00
Final entries under the timber-culture laws	81	[10,933.55]	.....	248 00	248 00
Lands entered with military bounty land warrants	2	160.00	.....	4 00	4 00
Pre-emption declaratory statements. . .	1,571	.....	.....	3,124 00	3,124 00
Soldiers' and sailors' homestead declara- tory statements	212	.....	.....	424 00	424 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	612 00
Total of all classes of entries and amount received therefrom	5,611	558,228 18	11,734 87	27,475 00	148,097 53
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	6,000 00
Incidental expenses .....	.....	.....	.....	.....	1,775 00
Total expenses .....	.....	.....	.....	.....	7,775 00
Amount received in certificates of deposit on account of surveys .....	.....	.....	.....	.....	31,567 14

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Gainesville, Fla., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	1, 540	215, 005. 38	.....	.....	\$268, 878 19
Sales of land subject to pre-emption entry	54	6, 099. 14	.....	.....	8, 175 26
Sales of land at public auction	6	220 99	.....	.....	590 44
Excess payments on homestead, timber- culture, and other entries and locations.	134	527. 64	.....	.....	4, 410 37
Homestead entries commuted to cash un- der section 2301, Revised Statutes	102	[11, 975. 96]	.....	.....	16, 050 06
Homestead entries commuted to cash un- der section 2, act June 15, 1880	345	[40, 371. 27]	.....	.....	46, 449 99
Total cash sales	2181	274, 200. 38	.....	.....	341, 554 31
Original homestead entries	1, 646	212, 895. 66	\$5, 532 74	\$14, 230 00	19, 762 74
Final homestead entries	767	[90, 201. 35	2, 283 49	.....	2, 283 49
Lands entered with military bounty land warrants	8	839. 92	.....	21 00	21 00
State selections, swamp indemnity .....	.....	.....	.....	510 00	510 00
State selections, internal improvements	104	16, 674. 35	.....	208 00	208 00
Pre-emption declaratory statements	353	.....	.....	706 00	706 00
Soldiers' and sailors' homestead declara- tory statements	16	.....	.....	32 00	32 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	876 07
Total of all classes of entries and amount received therefrom	5, 075	594, 811. 66	7, 816 23	15, 707 00	365, 953 61
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	6, 000 00
Expense of depositing .....	.....	.....	.....	.....	69 60
Incidental expenses .....	.....	.....	.....	.....	4, 647 50
Total expenses .....	.....	.....	.....	.....	10, 717 10

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.



Statement of the business transacted at the local land office at Boise City, Idaho, during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	62	7,984.22			\$2,980 50
Sales of mineral lands.....	67	1,150.59			5,280 00
Sales of Ketchum town lots.....	23				615 00
Excess payments on homestead, timber- culture, and other entries and locations..	9	84.40			105 56
Original entries under the desert-land act..	115	36,927.59			9,232 04
Final entries under the desert-land act ...	8	[1,951.60]			1,951 60
Homestead entries commuted to cash un- der section 2301, Revised Statutes	19	[2,692.24]			3,363 52
Total cash sales	303	50,790.64			31,106 22
Original homestead entries.....	138	20,088.44	\$754 50	\$1,295 00	2,049 50
Final homestead entries.....	32	[4,115.49]	159 00		159 00
Lands entered under the timber-culture laws.....	151	19,619.66	600 00	1,300 00	1,900 00
Applications to purchase mineral lands ...	77			770 00	770 00
Applications to purchase coal lands	6			18 00	18 00
Mineral protests, adverse claims	15			150 00	150 00
Pre-emption declaratory statements	402			1,179 00	1,179 00
Soldiers' and sailors' homestead declara- tory statements	3			9 00	9 00
Amount received for reducing testimony to writing					675 50
Total of all classes of entries and amount received therefrom	1,127	94,614.23	1,513 50	4,721 00	38,018 22
Salaries, fees, and commissions of register and receiver.....					5,993 72
Expense of depositing.....					363 19
Incidental expenses.....					350 00
Total expenses					6,706 91

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Lewiston, Idaho, during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	165	25,491.48	.....	.....	\$32,465 71
Excess payments on homestead, timber- culture and other entries and locations..	24	112.62	.....	.....	152 23
Homestead entries commuted to cash un- der section 2301, Revised Statutes	39	[5,998.18]	.....	.....	7,892 79
Homestead entries commuted to cash un- der section 2, act June 15, 1880	17	[2,700.43]	.....	.....	3,103 05
Total cash sales	245	34,303.66	.....	.....	43,613 78
Original homestead entries	250	38,802.59	\$1,572 39	\$2,445 00	4,017 39
Final homestead entries	81	[12,754.66]	491 26	.....	491 26
Lands entered under the timber-culture laws	90	12,093.41	356 00	795 00	1,151 00
Pre-emption declaratory statements.....	417	.....	.....	1,248 00	1,248 00
Soldiers' and sailors' homestead declara- tory statements	6	.....	.....	18 00	18 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	214 15
Total of all classes of entries and amount received therefrom.....	1,089	97,954.32	2,419 65	4,506 00	50,753 58
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	5,772 03
Expense of depositing .....	.....	.....	.....	.....	229 45
Incidental expenses .....	.....	.....	.....	.....	148 00
Total expenses .....	.....	.....	.....	.....	6,149 48
Amount received in certificates of deposit on account of surveys .....	.....	.....	.....	.....	10,775 47

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Oxford, Idaho, during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	58	8,028.51	.....	.....	\$10,035 50
Sales of mineral lands	9	140.68	.....	.....	725 00
Excess payments on homestead, timber- culture, and other entries and locations..	16	71.58	.....	.....	89 49
Original entries under the desert-land act.	84	21,634.52	.....	.....	5,418 74
Final entries under the desert-land act....	9	[3,119.85]	.....	.....	3,119 45
Homestead entries commuted to cash un- der section 2301, Revised Statutes	7	[1,099.75]	.....	.....	1,374 68
Homestead entries commuted to cash un- der section 2, act June 15, 1880	8	[400.00]	.....	.....	400 00
Total cash sales	186	34,494.89	.....	.....	21,213 28
Original homestead entries	216	32,014.58	\$1,206 00	\$2,020 00	3,226 00
Final homestead entries	64	[9,824.11]	370 50	.....	370 50
Lands entered under the timber-culture laws	69	8,892.10	276 00	560 00	836 00
Applications to purchase mineral lands ...	11	.....	.....	110 00	110 00
Mineral protests, adverse claims	1	.....	.....	10 00	10 00
Pre-emption declaratory statements	286	.....	.....	855 00	855 00
Soldiers' and sailors' homestead declara- tory statements	3	.....	.....	9 00	9 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	707 68
Total of all classes of entries and amount received therefrom	836	84,727.68	1,852 50	3,564	27,337 46
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	5,006 14
Expense of depositing .....	.....	.....	.....	.....	52 90
Incidental expenses .....	.....	.....	.....	.....	333 00
Total expenses .....	.....	.....	.....	.....	5,392 04
Amount received in certificates of deposit on account of surveys .....	.....	.....	.....	.....	600 00

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Des Moines, Iowa, during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry.....	14	703.95	.....	.....	\$929 94
Sales of land subject to pre-emption entry.....	2	240.00	.....	.....	300 00
Excess payments on homestead, timber- culture, and other entries and locations..	1	8.34	.....	.....	10 42
Homestead entries commuted to cash un- der section 2301, Revised Statutes.....	1	[40.00]	.....	.....	50 00
Total cash sales	18	992.29	.....	.....	1,290 86
Original homestead entries	26	1,982.61	\$81 00	\$120 00	201 00
Final homestead entries	60	[5,066.35]	224 25	.....	224 25
Lands entered under the timber-culture laws.	42	3,373.40	168 00	250 00	418 00
Final entries under the timber-culture laws	20	[2,165.33]	.....	80 00	80 00
State selections	1	80.00	.....	2 00	2 00
Pre-emption declaratory statements.....	10	.....	.....	20 00	20 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	1,498 58
Total of all classes of entries and amount received therefrom.....	177	13,659.98	473 25	472 00	3,734 19
Salaries, fees, and commissions of register and receiver. ....	.....	.....	.....	.....	3,101 63
Incidental expenses .....	.....	.....	.....	.....	300 00
Total expenses .....	.....	.....	.....	.....	3,401 63

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Conoordia, Kans., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	79	8,542.91	.....	.....	\$11,650 23
Excess payments on homestead, timber- culture, and other entries and locations..	14	54.69	.....	.....	129 56
Homestead entries commuted to cash un- der section 2301, Revised Statutes.....	20	[2,487.90]	.....	.....	3,284 87
Homestead entries commuted to cash un- der section 2, act June 15, 1880.....	13	[1,641.43]	.....	.....	2,042 75
Total cash sales.....	126	12,706.93	.....	.....	17,107 41
Original homestead entries.....	278	83,272.52	\$995 21	\$2,190 00	3,185 21
Final homestead entries.....	507	[71,983.69]	1,916 56	.....	1,916 56
Lands entered under the timber-culture laws.....	144	16,560.85	576 00	1,100 00	1,676 00
Final entries under the timber-culture laws.	42	[5,084.65]	.....	168 00	168 00
Lands entered with military bounty-land warrants.....	1	40.00	.....	1 00	1 00
Lands selected under grants to railroads..	25	4,038.93	.....	50 00	50 00
Pre-emption declaratory statements.....	145	.....	.....	290 00	290 00
Soldiers' and sailors' homestead declara- tory statements.....	1	.....	.....	2 00	2 00
Amount received for reducing testimony to writing.....	.....	.....	.....	.....	252 20
Total of all classes of entries and amount received therefrom.....	1,269	143,687.07	3,487 77	3,801 00	24,648 38
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	5,583 31
Expense of depositing.....	.....	.....	.....	.....	23 35
Incidental expenses.....	.....	.....	.....	.....	900 00
Total expenses.....	.....	.....	.....	.....	6,516 66
Amount received in certificates of deposit on account of surveys.....	.....	.....	.....	.....	2,792 00

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Independence, Kans., during the fiscal year ended June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry.....	6	280. 00	.....	.....	\$350 00
Excess payments on homestead, timber- culture, and other entries and locations..	1	7. 97	.....	.....	9 96
Homestead entries commuted to cash un- der section 2301, Revised Statutes.....	8	[1, 000. 00]	.....	.....	1, 450 00
Total cash sales.....	15	1, 287. 97	.....	.....	1, 809 96
Original homestead entries.....	37	3, 243. 23	\$94 05	\$240 00	334 05
Final homestead entries.....	56	[7, 154. 11]	187 54	.....	187 54
Lands entered under the timber-culture laws.....	5	767. 87	20 00	50 00	70 00
Lands selected under grants to railroads..	13	2, 000. 00	.....	26 00	26 00
Indian filings.....	1, 108	.....	.....	2, 216 00	2, 216 00
Pre-emption declaratory statements.....	5	.....	.....	10 00	10 00
Amount received for reducing testimony to writing.....	.....	.....	.....	.....	251 00
Total of all classes of entries and amount received therefrom.....	1, 239	14, 453. 18	301 59	2, 542 00	4, 904 56
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	5, 044 68
Expense of depositing .....	.....	.....	.....	.....	7 65
Incidental expenses .....	.....	.....	.....	.....	928 50
Total expenses.....	.....	.....	.....	.....	5, 980 83
INDIAN LANDS.					
Cherokee strip lands	187	12, 231. 77	.....	.....	12, 231 77
Ozage ceded lands.....	19	1, 831. 73	.....	.....	2, 721 79
Ozage trust and diminished reserve.....	250	31, 166. 38	.....	.....	45, 841 07

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Kirwin, Kans., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	184	24,887.78	.....	.....	\$31,109 71
Excess payments on homestead, timber-culture, and other entries and locations..	74	224.07	.....	.....	281 14
Homestead entries commuted to cash under section 2301, Revised Statutes	33	[4,761.34]	.....	.....	5,951 93
Homestead entries commuted to cash under section 2, act June 15, 1880.....	41	[6,011.83]	.....	.....	6,979 24
Total cash sales.....	332	35,885.22	.....	.....	44,322 02
Original homestead entries.....	1,217	182,235.84	\$4,639 56	\$11,570 00	16,209 56
Final homestead entries.....	940	[147,687.82]	3,745 13	.....	3,745 13
Lands entered under the timber-culture laws	458	64,870.40	1,824 00	4,125 00	5,948 00
Final entries under the timber-culture laws.	23	[3,472.40]	.....	100 00	100 00
Lands entered with military bounty land warrants.....	2	280.00	.....	7 00	7 00
Pre-emption declaratory statements.....	574	.....	.....	1,188 00	1,138 00
Soldiers' and sailors' homestead declaratory statements	45	.....	.....	90 00	90 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	445 00
Total of all classes of entries and amount received therefrom.....	3,593	433,931.68	10,208 69	17,030 00	72,005 71
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	6,000 00
Incidental expenses.....	.....	.....	.....	.....	3,574 00
Total expenses.....	.....	.....	.....	.....	9,574 00
Amount received in certificates of deposit on account of surveys.....	.....	.....	.....	.....	8,548 30

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Larned, Kans., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	37	5, 215. 19	.....	.....	\$8, 895 00
Excess payments on homestead, timber- culture, and other entries and locations..	54	414 29	.....	.....	782 06
Homestead entries commuted to cash under section 2301, Revised Statutes.....	7	[1, 107. 64]	.....	.....	1, 384 56
Homestead entries commuted to cash under section 2, act June 15, 1880	7	[960. 00]	.....	.....	1, 503 00
Total cash sales	105	7, 697. 12	.....	.....	12, 565 22
Original homestead entries.....	682	102, 566. 51	\$3, 662 46	\$6, 280 00	9, 942 46
Final homestead entries.....	648	[95, 700. 76]	3, 322 11	.....	8, 322 11
Lands entered under the timber-culture laws	414	62, 936. 99	1, 656 00	4, 010 00	5, 666 00
Final entries under the timber-culture laws	29	[4, 560. 84]	.....	116 00	116 00
Lands entered with military bounty land warrants ..	4	360. 00	.....	9 00	9 00
Lands selected under grants to railroads..	1, 258	201, 818. 28	.....	2, 516 00	2, 516 00
Indian filings.....	670	.....	.....	1, 340 00	1, 340 00
Pre-emption declaratory statements.....	358	.....	.....	716 00	716 00
Soldiers' and sailors' homestead declara- tory statements	16	.....	.....	32 00	32 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	498 00
Total of all classes of entries and amount received therefrom.....	4, 184	475, 140. 50	8, 640 57	15, 019 00	36, 722 79
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	6, 000 00
Expense of depositing.....	.....	.....	.....	.....	56 82
Incidental expenses ..	.....	.....	.....	.....	2, 275 00
Total expenses.....	.....	.....	.....	.....	8, 331 82
Amount received in certificates of deposit on account of surveys .....	.....	.....	.....	.....	4, 439 19
INDIAN LANDS.	.....	.....	.....	.....	.....
Cherokee strip lands	214	27, 978. 66	.....	.....	27, 978 66
Osage trust and diminished reserve lands..	455	69, 153. 16	.....	.....	41, 122 71

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

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Statement of the business transacted at the local land office at Oberlin, Kans., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	53	8,091.88	.....	.....	\$10,114 85
Excess payments on homestead, timber- culture, and other entries and locations..	5	28.74	.....	.....	33 42
Homestead entries commuted to cash un- der section 2301, Revised Statutes.....	4	[640.00]	.....	.....	800 00
Homestead entries commuted to cash un- der section 2, act June 15, 1880	13	[1,815.37]	.....	.....	2,108 89
Total cash sales	75	10,573.99	.....	.....	13,057 07
Original homestead entries.....	274	42,457.38	\$1,097 26	\$2,670 00	3,767 26
Final homestead entries.....	82	[12,998.36]	332 77	.....	332 77
Lands entered under the timber-culture laws	115	18,166.31	456 00	1,140 00	1,596 00
Pre-emption declaratory statements.....	193	.....	.....	384 00	384 00
Soldiers' and sailors' homestead declara- tory statements	14	.....	.....	28 00	28 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	332 96
Total of all classes of entries and amount received therefrom.....	753	84,196.04	1,886 03	4,222 00	19,498 05
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	3,891 98
Expense of depositing ... ..	.....	.....	.....	.....	121 75
Incidental expenses.....	.....	.....	.....	.....	525 00
Total expenses .....	.....	.....	.....	.....	4,538 73
Amount received in certificates of deposit on account of surveys .....	.....	.....	.....	.....	5,942 82

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Salina, Kans., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	27	3,301.46	.....	.....	\$6,326 85
Sales of abandoned military reservations..	6	950.74	.....	.....	3,217 97
Excess payments on homestead, timber- culture, and other entries and locations..	28	113.78	.....	.....	273 92
Homestead entries commuted to cash un- der section 2301, Revised Statutes.....	14	[1,787.18]	.....	.....	3,327 49
Homestead entries commuted to cash un- der section 2, act June 15, 1880.....	10	[960.00]	.....	.....	1,978 00
Total cash sales.....	83	7,113.16	.....	.....	15,124 23
Original homestead entries.....	430	54,341.89	\$2,349 49	\$3,225 00	5,574 49
Final homestead entries.....	562	[73,031.07]	2,887 58	.....	2,887 58
Lands entered under the timber-culture laws.....	212	25,399.85	848 00	1,685 00	2,533 00
Final entries under the timber-culture laws.	44	[5,561.61]	.....	176 00	176 00
Lands selected under grants to railroads..	337	54,023.03	.....	676 00	676 00
State selections.....	2	320.00	.....	8 00	8 00
Fort Harker military reservation filings...	5	.....	.....	10 00	10 00
Pre-emption declaratory statements.....	210	.....	.....	420 00	420 00
Soldiers' and sailors' homestead declara- tory statements.....	4	.....	.....	8 00	8 00
Amount received for reducing testimony to writing.....	.....	.....	.....	.....	346 00
Total of all classes of entries and amount received therefrom.....	1,889	219,790.61	6,085 07	6,208 00	27,763 30
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	6,000 00
Expense of depositing.....	.....	.....	.....	.....	40 25
Incidental expenses.....	.....	.....	.....	.....	1,708 79
Total expenses.....	.....	.....	.....	.....	7,749 04
Amount received in certificates of deposit on account of surveys.....	.....	.....	.....	.....	70 00

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Topeka, Kans., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commissions.	Fees.	Amount.
Sales of land subject to private entry.....	2	240. 00	.....	.....	\$360 00
Sales of land subject to pre-emption entry.....	5	449. 29	.....	.....	881 31
Abandoned Indian reservation, Sac and Fox buildings .....			.....	.....	765 50
Excess payments on homestead, timber-culture, and other entries and locations..	2	2. 72	.....	.....	153 40
Homestead entries commuted to cash under section 2301, Revised Statutes.....	5	[391. 81]	.....	.....	679 50
Total cash sales.....	14	1, 083. 82	.....	.....	2, 839 71
Original homestead entries.....	46	3, 641. 10	\$171 42	\$265 00	436 42
Final homestead entries.....	52	[4, 174. 59]	168 19	.....	168 19
Lands entered under the timber-culture laws	11	897. 71	44 00	65 00	109 00
Final entries under the timber-culture laws	1	[80. 00]	.....	4 00	4 00
Lands selected under grants to railroads ..	115	18, 379. 47	.....	230 00	230 00
Pre-emption declaratory statements	8	.....	.....	16 00	16 00
Soldiers' and sailors' homestead declaratory statements	1	.....	.....	2 00	2 00
Amount received for reducing testimony to writing.....			.....	.....	69 00
Total of all classes of entries and amount received therefrom.....	248	28, 256. 69	383 61	582 00	3, 874 32
Salaries, fees, and commissions of register and receiver .....			.....	.....	3, 067 46
Expense of depositing.....			.....	.....	32 45
Incidental expenses .....			.....	.....	398 97
Total expenses .....			.....	.....	3, 498 88
INDIAN LANDS.					
Kansas trust lands .....			.....	.....	8, 245 53
Kansas trust and diminished reserve lands.	141	17, 836. 75	.....	.....	43, 118 34
Shawnee absentee lands.....	2	120. 00	.....	.....	358 00
Miami lands.....	55	4, 976. 34	.....	.....	12, 539 39
Delaware lands.....			.....	.....	8 00

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Wa-Keeney, Kans., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	14	2, 057. 53	.....	.....	\$2, 671 91
Excess payments on homestead, timber- culture, and other entries and locations.	22	61. 51	.....	.....	139 06
Homestead entries commuted to cash under section 2361, Revised Statutes	1	[160 00]	.....	.....	400 00
Total cash sales	37	2, 279. 04	.....	.....	3, 210 97
Original homestead entries.....	452	68, 960. 09	\$2, 508 68	\$4, 145 00	6, 653 68
Final homestead entries	468	[67, 101. 68]	2, 522 08	.....	2, 522 08
Lands entered under the timber-culture laws	205	31, 921. 79	820 00	2, 005 00	2, 825 00
Lands selected under grants to railroads ..	99	15, 827. 60	.....	198 00	198 00
Pre-emption declaratory statements.....	226	.....	.....	452 00	452 00
Soldiers' and sailors' homestead declaratory statements	16	.....	.....	32 00	32 00
Amount received for reducing testimony to writing.....	.....	.....	.....	.....	475 13
Total of all classes of entries and amount received therefrom.....	1, 503	186, 090. 20	5, 850. 76	6, 832 00	16, 368 86
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	6, 000 00
Expense of depositing.....	.....	.....	.....	.....	32 70
Incidental expenses .....	.....	.....	.....	.....	1, 800 00
Total expenses .....	.....	.....	.....	.....	7, 832 70

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Wichita, Kans., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	36	5,020.15	.....	.....	\$6,275 21
Sales of land subject to pre-emption entry.	13	1,980.15	.....	.....	2,774 95
Excess payments on homestead, timber- culture, and other entries and locations..	10	89.95	.....	.....	162 65
Homestead entries commuted to cash un- der section 2301, Revised Statutes	8	[318.75]	.....	.....	506 87
Homestead entries commuted to cash un- der section 2, act June 15, 1880.....	2	[240.00]	.....	.....	377 00
Total cash sales	64	7,649.00	.....	.....	10,186 68
Original homestead entries	183	18,062.35	\$627 70	\$1,095 00	1,722 70
Final homestead entries	202	[26,249.41]	882 87	.....	882 37
Lands entered under the timber-culture laws	126	16,839.68	504 00	1,095 00	1,599 00
Final entries under the timber-culture laws.	44	[6,205.56]	.....	176 00	176 00
Indian filings	2,539	.....	.....	5,072 00	5,072 00
Pre-emption declaratory statements	61	.....	.....	122 00	122 00
Soldiers' and sailors' homestead declara- tory statements	7	.....	.....	14 00	14 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	74 00
Total of all classes of entries and amount received therefrom.....	3,176	75,006.00	2,014 07	7,574 00	19,848 75
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	6,000 00
Expense of depositing .....	.....	.....	.....	.....	128 35
Incidental expenses .....	.....	.....	.....	.....	1,875 00
Total expenses .....	.....	.....	.....	.....	8,003 35
INDIAN LANDS.					
Sales of Cherokee strip lands	182	19,589.66	.....	.....	19,589 66
Osage trust and diminished reserve lands .	835	124,326.68	.....	.....	121,635 41

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Natchitoches, La., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	72	13,800.24	.....	.....	\$17,607 97
Sales of land at public auction	19	2,789.96	.....	.....	3,187 48
Sales of abandoned military reservations..	9	398.32	.....	.....	796 01
Excess payments on homestead, timber- culture, and other entries and locations..	18	54.31	.....	.....	80 98
Homestead entries commuted to cash un- der section 2301, Revised Statutes	1	[90.00]	.....	.....	112 50
Homestead entries commuted to cash un- der section 2, act June 15, 1880	3	[148.37]	.....	.....	303 83
Total cash sales	122	17,281.12	.....	.....	22,388 77
Original homestead entries	282	27,857.59	\$1,077 10	\$1,890 00	2,967 10
Final homestead entries	51	[4,233.93]	148 61	.....	148 61
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	25 40
Total of all classes of entries and amount received therefrom	405	49,372.64	1,225 71	1,890 00	25,529 88
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	2,628 74
Expense of depositing .....	.....	.....	.....	.....	199 55
Incidental expenses .....	.....	.....	.....	.....	470 50
Total expenses .....	.....	.....	.....	.....	3,298 79

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

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Statement of the business transacted at the local land office at New Orleans, La., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry.....	543	336,312.61	.....	.....	\$420,793 13
Sales of land subject to pre-emption entry.....	2	287.77	.....	.....	359 71
Excess payments on homestead, timber- culture, and other entries and locations..	398	1,541.51	.....	.....	2,037 93
Homestead entries commuted to cash un- der section 2301, Revised Statutes.....	3	[266.25]	.....	.....	332 81
Homestead entries commuted to cash un- der section 2, act June 15, 1880.....	20	[2,197.02]	.....	.....	2,495 50
Total cash sales	966	340,605.16	.....	.....	426,019 26
Original homestead entries.....	704	96,802.60	\$2,547 53	\$6,415 00	8,962 53
Final homestead entries.....	134	[16,763.01]	427 82	.....	427 32
Lands entered under the timber-culture laws.....	52	7,754.26	208 00	505 00	713 00
Lands entered with military bounty land warrants.....	4	240.00	.....	10 00	10 00
Lands entered with school warrants.....	2	289.85	.....	5 00	5 00
Pre-emption declaratory statements	12	.....	.....	24 00	24 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	81 25
Total of all classes of entries and amount received therefrom.....	1,874	462,454.88	3,182 85	6,959 00	436,242 48
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	6,000 00
Incidental expenses.....	.....	.....	.....	.....	1,478 31
Total expenses .....	.....	.....	.....	.....	7,478 31

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Detroit, Mich., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry.....	62	4,197.46	.....	.....	\$5,806 85
Homestead entries commuted to cash un- der section 2301, Revised Statutes	5	[354.59]	.....	.....	443 24
Homestead entries commuted to cash un- der section 2, act June 15, 1880.....	16	[1,622.97]	.....	.....	1,846 96
Total cash sales	83	6,175.02	.....	.....	8,097 05
Original homestead entries.....	50	5,253.58	\$132 12	\$375 00	507 12
Final homestead entries.....	43	[5,482.01]	136 96	.....	136 96
Lands entered with military bounty land warrants	9	920.00	.....	23 00	23 00
Pre-emption declaratory statements.....	45	.....	.....	90 00	90 00
Soldiers' and sailors' homestead declara- tory statements	9	.....	.....	18 00	18 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	29 30
Total of all classes of entries and amount received therefrom.....	239	17,830.61	269 08	506 00	8,901 43
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	1,601 30
Incidental expenses .....	.....	.....	.....	.....	300 00
Total expenses .....	.....	.....	.....	.....	1,901 30

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

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Statement of the business transacted at the local land office at East Saginaw, Mich., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	110	8, 241. 46	.....	.....	\$11, 017 84
Excess payments on homestead, timber- culture, and other entries and locations..	2	11. 47	.....	.....	14 35
Homestead entries commuted to cash un- der section 2301, Revised Statutes	13	[1, 169. 12]	.....	.....	1, 461 40
Homestead entries commuted to cash un- der section 2, act June 15, 1880	13	[1, 238. 60]	.....	.....	1, 421 26
Total cash sales	138	10, 660. 65	.....	.....	13, 914 85
Original homestead entries	158	20, 963. 36	\$523 76	\$1, 395 00	1, 918 76
Final homestead entries	42	[4, 734. 04]	118 83	.....	118 33
Lands entered with military bounty land warrants	1	80. 00	.....	2 00	2 00
Soldiers' and sailors' homestead declara- tory statements	1	.....	.....	2 00	2 00
Total of all classes of entries and amount received therefrom	340	36, 438. 05	642 09	1, 399 00	15, 955 94
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	1, 888 99
Expense of depositing .....	.....	.....	.....	.....	9 10
Total expenses .....	.....	.....	.....	.....	1, 898 09

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Marquette, Mich., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	902	221, 865. 81	.....	.....	\$276, 707 05
Sales of land subject to pre-emption entry	8	839. 60	.....	.....	1, 299 50
Sales of land at public auction	12	596. 41	.....	.....	1, 453 01
Excess payments on homestead, timber- culture, and other entries and locations	46	700. 95	.....	.....	1, 087 07
Homestead entries commuted to cash un- der section 2301, Revised Statutes	13	[1, 672. 25]	.....	.....	2, 390 81
Homestead entries commuted to cash un- der section 2, act June 15, 1880	15	[1, 719. 80]	.....	.....	2, 078 75
Total cash sales	996	226, 894. 32	.....	.....	285, 015 69
Original homestead entries	297	39, 761. 14	\$1, 183 42	\$2, 600 00	3, 783 42
Final homestead entries	110	[13, 865. 89]	420 70	.....	420 70
Lands entered with military bounty land warrants	228	29, 125. 76	.....	723 00	723 00
Lands entered with agricultural college scrip	3	480. 00	.....	12 00	12 00
Lands entered with private land scrip	160	10, 020. 00	.....	.....	.....
Lands entered with Porterfield scrip	1	37. 05	.....	1 00	1 00
Pre-emption declaratory statements	170	.....	.....	340 00	340 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	281 00
Total of all classes of entries and amount received therefrom	1, 965	320, 184. 16	1, 604 12	3, 676 00	290, 576 81
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	6, 000 00
Expense of depositing .....	.....	.....	.....	.....	90 92
Incidental expenses .....	.....	.....	.....	.....	125 00
Total expenses .....	.....	.....	.....	.....	6, 215 92
Amount received in certificates of deposit on account of surveys .....	.....	.....	.....	.....	572 00

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Reed City, Mich., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry.....	99	5,085.47	.....	.....	\$8,456 89
Sales of land at public auction.....	13	306.46	.....	.....	773 46
Excess payments on homestead, timber- culture, and other entries and locations.	4	19.70	.....	.....	24 63
Homestead entries commuted to cash un- der section 2301, Revised Statutes.....	20	[1,572.84]	.....	.....	2,266 04
Homestead entries commuted to cash un- der section 2, act June 15, 1880	28	[2,392.26]	.....	.....	2,981 75
Total cash sales.....	164	9,376.73	.....	.....	12,502 77
Original homestead entries.....	134	13,195.04	\$370 52	\$920 00	1,290 52
Final homestead entries.....	339	[35,487.14]	1,162 17	.....	1,162 17
Soldiers' and sailors' homestead declara- tory statements	3	.....	.....	6 00	6 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	553 94
Total of all classes of entries and amount received therefrom.....	640	58,058.91	1,532 69	926 00	15,515 40
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	3,342 60
Expense of depositing.....	.....	.....	.....	.....	13 30
Incidental expenses .....	.....	.....	.....	.....	107 60
Total expenses.....	.....	.....	.....	.....	3,463 50

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Benson, Minn., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry.....	4	153. 61	.....	.....	\$242 01
Sales of land subject to pre-emption entry.....	33	3, 960. 26	.....	.....	5, 507 02
Excess payments on homestead, timber- culture, and other entries and locations.....	9	41. 57	.....	.....	78 08
Homestead entries commuted to cash un- der section 2301, Revised Statutes.....	27	[8, 788. 37]	.....	.....	5, 403 56
Homestead entries commuted to cash un- der section 2, act June 15, 1880.....	28	[8, 561. 57]	.....	.....	5, 067 81
Total cash sales.....	101	11, 505. 38	.....	.....	16, 298 47
Original homestead entries.....	174	20, 700. 48	\$753 20	\$1, 235 00	1, 988 20
Final homestead entries.....	470	[59, 854. 02]	2, 387 67	.....	2, 387 67
Lands entered under the timber-culture laws.....	121	15, 524. 78	484 00	1, 020 00	1, 504 00
Final entries under the timber-culture laws.....	17	[2, 174. 92]	.....	68 00	68 00
Indian filings.....	53	.....	.....	106 00	106 00
Pre-emption declaratory statements.....	62	.....	.....	124 00	124 00
Soldiers' and sailors' homestead declara- tory statements.....	3	.....	.....	6 00	6 00
Amount received for reducing testimony to writing.....	.....	.....	.....	.....	606 00
Total of all classes of entries and amount received therefrom.....	1, 001	109, 259. 58	3, 624 87	2, 559 00	23, 083 34
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	6, 000 00
Expense of depositing.....	.....	.....	.....	.....	16 67
Incidental expenses.....	.....	.....	.....	.....	1, 200 00
Total expenses.....	.....	.....	.....	.....	7, 216 07
Amount received in certificates of deposit on account of surveys.....	.....	.....	.....	.....	8, 148 74
INDIAN LANDS.	.....	.....	.....	.....	.....
Sioux Indian lands.....	112	14, 143. 69	.....	.....	17, 789 01

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Crookston, Minn., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	46	4,730.39	.....	.....	\$7,110 09
Sales of land subject to pre-emption entry.	404	61,336.51	.....	.....	101,027 50
Excess payments on homestead, timber- culture, and other entries and locations..	93	476.30	.....	.....	1,176 84
Homestead entries commuted to cash under section 2301, Revised Statutes	299	[45,678 97]	.....	.....	70,697 38
Homestead entries commuted to cash under section 2, act June 15, 1880.....	75	[11,369.25]	.....	.....	19,554 65
Total cash sales	917	123,591.42	.....	.....	199,568 46
Original homestead entries	1,379	205,035.19	\$7,563 56	\$13,075 00	20,638 56
Final homestead entries	350	[49,107.66]	2,120 12	.....	2,120 12
Lands entered under the timber-culture laws.....	264	40,591.02	1,052 00	2,565 00	3,617 00
Lands entered with military bounty land warrants	1	80.00	.....	2 00	2 00
Lands selected under grants to railroads ..	884	141,459.55	.....	1,768 00	1,768 00
Pre-emption declaratory statements	941	.....	.....	1,872 00	1,872 00
Soldiers' and sailors' homestead declara- tory statements	21	.....	.....	42 00	42 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	418 40
Total of all classes of entries and amount received therefrom.....	4,757	559,864.84	10,735 68	19,324 00	230,044 54
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	6,000 00
Expense of depositing .....	.....	.....	.....	.....	100 86
Incidental expenses .....	.....	.....	.....	.....	1,500 00
Total expenses .....	.....	.....	.....	.....	7,600 86
Amount received in certificates of deposit on account of surveys.....	.....	.....	.....	.....	51,955 81

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Duluth, Minn., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	1, 068	226, 878. 34	.....	.....	\$302, 832 45
Sales of land subject to pre-emption entry	190	28, 683. 39	.....	.....	36, 207 15
Sales of land at public auction	1, 693	147, 135. 75	.....	.....	296, 065. 52
Excess payments on homestead, timber- culture, and other entries and locations..	38	603. 56	.....	.....	760 21
Homestead entries commuted to cash under section 2301, Revised Statutes	37	[5, 646. 64]	.....	.....	7, 858 31
Homestead entries commuted to cash under section 2, act June 15, 1880.....	8	[429. 71]	.....	.....	828 28
Total cash sales	3, 029	409, 377. 39	.....	.....	644, 551 95
Original homestead entries	229	82, 332. 81	\$888 69	\$2, 180 00	3, 018 69
Final homestead entries	37	[2, 936. 38]	90 88	.....	90 88
Lands entered with military bounty land warrants	1	80. 00	.....	2 00	2 00
Lands entered with Sioux half-breed scrip	2	820. 00	.....	.....	.....
Lands entered with Chippewa half-breed scrip	2	160. 00	.....	.....	.....
Lands selected under grants to railroads...	170	27, 186. 04	.....	340 00	340 00
State selections	95	15, 096. 54	.....	190 00	190 00
Pre-emption declaratory statements.	417	.....	.....	834 00	834 00
Soldiers' and sailors' homestead declara- tory statements	1	.....	.....	2 00	2 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	368 00
Total of all classes of entries and amount received therefrom.....	3, 983	487, 489. 16	979 57	3, 498 00	649, 397 52
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	6, 000 00
Expense of depositing .....	.....	.....	.....	.....	651 46
Incidental expenses .....	.....	.....	.....	.....	1, 839 42
Total expenses .....	.....	.....	.....	.....	8, 490 88
Amount received in certificates of deposit on account of surveys .....	.....	.....	.....	.....	27, 317 96

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Fergus Falls, Minn., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	2	199.85	.....	.....	\$249 19
Sales of land subject to pre-emption entry.	69	8,839.41	.....	.....	15,547 89
Excess payments on homestead, timber- culture, and other entries and locations..	22	94.13	.....	.....	172 48
Homestead entries commuted to cash un- der section 2301, Revised Statutes	47	[6,545.58]	.....	.....	10,571 65
Homestead entries commuted to cash un- der section 2, act June 15, 1880	84	[4,609.69]	.....	.....	7,292 16
Total cash sales	174	20,288.16	.....	.....	33,833 37
Original homestead entries	421	52,592.17	\$2,261 69	\$3,505 00	5,766 69
Final homestead entries	385	[49,221.56]	1,996 88	.....	1,996 88
Lands entered under the timber-culture laws	118	16,947.81	472 00	1,095 00	1,567 00
Final entries under the timber-culture laws	4	353.04	.....	16 00	16 00
Lands selected under grants to railroads ..	8	393.70	.....	5	5 00
Pre-emption declaratory statements	169	.....	.....	338 00	338 00
Soldiers' and sailors' homestead declara- tory statements	8	.....	.....	6 00	6 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	481 00
Total of all classes of entries and amount received therefrom	1,277	139,796.44	4,730 57	4,965 00	44,009 94
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	6,000 00
Expense of depositing .....	.....	.....	.....	.....	10 00
Incidental expenses .....	.....	.....	.....	.....	1,079 26
Total expenses .....	.....	.....	.....	.....	7,089 26
Amount received in certificates of deposit on account of surveys .....	.....	.....	.....	.....	18,437 09

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Redwood Falls, Minn., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	12	1, 851. 08	.....	.....	\$2, 095 48
Excess payments on homestead, timber- culture, and other entries and locations..	10	46. 51	.....	.....	312 54
Homestead entries commuted to cash un- der section 2301, Revised Statutes	3	[260. 30]	.....	.....	450 75
Homestead entries commuted to cash un- der section 2, act June 15, 1880.....	5	[498. 75]	.....	.....	650 05
Total cash sales	30	2, 156. 64	.....	.....	3, 508 82
Original homestead entries.....	119	15, 080. 75	\$659 95	\$905 00	1, 564 95
Final homestead entries.....	263	[32, 118. 38]	1, 395 10	.....	1, 395 10
Lands entered under the timber-culture laws	86	11, 486. 31	344 00	745 00	1, 089 00
Final entries under the timber-culture laws	14	[1, 737. 32]	.....	56 00	56 00
Lands entered with military bounty land warrants	1	120. 00	.....	3 00	3 00
Pre-emption declaratory statements	34	.....	.....	68 00	68 00
Soldiers' and sailors' homestead declara- tory statements	2	.....	.....	4 00	4 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	227 65
Total of all classes of entries and amount received therefrom	549	62, 703. 40	2, 399 05	1, 781 00	7, 916 52
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	3, 864 78
Expense of depositing .....	.....	.....	.....	.....	11 85
Incidental expenses .....	.....	.....	.....	.....	900 00
Total expenses.....	.....	.....	.....	.....	4, 776 63
Amount received in certificates of deposit on account of surveys.....	.....	.....	.....	.....	793 00
INDIAN LANDS.	.....	.....	.....	.....	.....
Siox Indian lands	18	1, 848. 38	.....	.....	1, 846 84

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Saint Cloud, Minn., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	1, 238	104, 783. 06	.....	.....	\$156, 156 32
Sales of land subject to pre-emption entry	56	7, 673. 75	.....	.....	10, 303 73
Sales of land at public auction	1, 296	116, 875. 41	.....	.....	190, 566 31
Excess payments on homestead, timber- culture, and other entries and locations	35	327. 36	.....	.....	553 05
Homestead entries commuted to cash un- der section 2301, Revised Statutes	29	[3, 806. 56]	.....	.....	4, 873 53
Homestead entries commuted to cash un- der section 2, act June 15, 1880	5	[678. 22]	.....	.....	995 73
Total cash sales	2, 661	234, 168. 36	.....	.....	372, 449 01
Original homestead entries	410	55, 862. 47	\$2, 254 00	\$3, 640 00	5, 894 00
Final homestead entries	205	[24, 137. 02]	950 00	.....	950 00
Lands entered with military bounty land warrants	1	160. 00	4 00	.....	4 00
Lands selected under grants to railroads ..	338	53, 996. 70	.....	675 00	675 00
State selections	90	14, 495. 17	.....	180 00	180 00
Pre-emption declaratory statements	281	.....	.....	562 00	562 00
Soldiers' and sailors' homestead declara- tory statements	7	.....	.....	14 00	14 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	605 00
Total of all classes of entries and amount received therefrom	3, 993	382, 819. 72	3, 304 78	5, 075 00	381, 333 79
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	6, 000 00
Expense of depositing .....	.....	.....	.....	.....	138 53
Incidental expenses .....	.....	.....	.....	.....	919 00
Total expenses .....	.....	.....	.....	.....	7, 057 53

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Taylor's Falls, Minn., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	127	19, 158. 10	.....	.....	\$38, 677 23
Sales of land subject to pre-emption entry	4	294. 70	.....	.....	486 75
Excess payments on homestead, timber- culture, and other entries and locations	5	34. 18	.....	.....	58 00
Homestead entries commuted to cash un- der section 2301, Revised Statutes.	5	[682. 40]	.....	.....	1, 158 00
Homestead entries commuted to cash un- der section 2, act June 15, 1880	4	[320. 00]	.....	.....	428 00 .
Total cash sales	145	20, 489. 38	.....	.....	40, 803 58
Original homestead entries	117	13, 528. 07	\$493 23	\$945 00	1, 438 23
Final homestead entries	53	[5, 595. 09]	162 14	.....	162 14
Lands selected under grants to railroads ..	59	9, 487. 85	.....	118 00	118 00
Pre-emption declaratory statements	74	.....	.....	148 00	148 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	26 50
Total of all classes of entries and amount received therefrom	448	49, 050. 39	655 37	1, 211 00	42, 696 45
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	3, 029 53
Expense of depositing .....	.....	.....	.....	.....	35 30
Total expenses .....	.....	.....	.....	.....	3, 064 83

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Tracy, Minn., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	2	51.20	.....	.....	\$64 00
Sales of land subject to pre-emption entry.	22	2,853.63	.....	.....	4,717 03
Sales of land at public auction	1	40.00	.....	.....	50 00
Excess payments on homestead, timber- culture, and other entries and locations..	18	122.08	.....	.....	501 31
Homestead entries commuted to cash un- der section 2301, Revised Statutes.....	10	[1,360.00]	.....	.....	2,200 00
Homestead entries commuted to cash un- der section 2, act June 15, 1880.....	11	[1,271.65]	.....	.....	1,861 96
Total cash sales	64	5,698.56	.....	.....	9,294 30
Original homestead entries	188	16,527.76	\$782 84	\$1,030	1,762 84
Final homestead entries.....	278	[36,319.15]	1,397 96	.....	1,397 96
Lands entered under the timber-culture laws	118	16,026.95	472 00	1,025	1,497 00
Final entries under the timber-culture laws.	17	[2,528.04]	.....	68	68 00
Pre-emption declaratory statements	43	.....	.....	86	86 00
Soldiers' and sailors' homestead declara- tory statements.....	2	.....	.....	4	4 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	175 05
Total of all classes of entries and amount received therefrom	660	77,094.46	2,602 80	2,213	14,385 15
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	4,132 33
Expense of depositing.....	.....	.....	.....	.....	9 06
Incidental expenses .....	.....	.....	.....	.....	278 00
Total expenses .....	.....	.....	.....	.....	4,419 39
Amount received in certificates of deposit on account of surveys .....	.....	.....	.....	.....	2,530 00
INDIAN LANDS.					
Sioux Indian lands	1	39.48	.....	.....	49 35

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Worthington, Minn., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	13	1,552.87	.....	.....	\$3,060 55
Excess payments on homestead, timber- culture, and other entries and locations..	12	99.98	.....	.....	246 89
Homestead entries commuted to cash un- der section 2301, Revised Statutes	8	[401.08]	.....	.....	602 70
Homestead entries commuted to cash un- der section 2, act June 15, 1880.....	8	[400.00]	.....	.....	661 00
Total cash sales	81	2,453.41	.....	.....	4,571 14
Original homestead entries	159	20,204.05	\$864 37	\$1,190	2,054 87
Final homestead entries	238	[27,454.49]	1,231 14	.....	1,231 14
Lands entered under the timber-culture laws.	176	22,179.52	704 00	1,465	2,169 00
Final entries under the timber-culture laws.	82	[4,701.98]	.....	128	128 00
Pre-emption declaratory statements.	44	.....	.....	88	88 00
Soldiers' and sailors' homestead declara- tory statements	2	.....	.....	4	4 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	247 50
Total of all classes of entries and amount received therefrom.....	682	76,993.40	2,799 51	2,875	10,498 15
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	4,359 41
Total expenses .....	.....	.....	.....	.....	4,359 41
Amount received in certificates of deposit on account of surveys.....	.....	.....	.....	.....	1,000 00

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Jackson, Miss., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commissions.	Fees.	Amount.
Sales of land subject to private entry	925	348,984.97	.....	.....	\$496,339 37
Excess payments on homestead, timber-culture, and other entries and locations.	109	446.07	.....	.....	557 66
Homestead entries commuted to cash under section 2301, Revised Statutes	4	[280.76]	.....	.....	250 98
Homestead entries commuted to cash under section 2, act June 15, 1880	23	[2,491.47]	.....	.....	2,857 15
Total cash sales	1,061	352,203.27	.....	.....	440,105 16
Original homestead entries	1,356	167,079.90	\$4,192 00	\$11,405	15,567 00
Final homestead entries	288	[82,603.77]	808 00	.....	808 00
Lands selected under grants to railroads ..	8	1,226.42	.....	16	16 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	294 00
Total of all classes of entries and amount received therefrom	2,713	553,113.36	5,000 00	11,421	456,820 16
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	6,000 00
Expense of depositing .....	.....	.....	.....	.....	5 00
Incidental expenses .....	.....	.....	.....	.....	1,599 00
Total expenses .....	.....	.....	.....	.....	7,604 00

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Boonville, Mo., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry ...	63	3,923.26	.....	.....	\$4,904 09
Sales of land subject to pre-emption entry.	2	200.00	.....	.....	250 00
Excess payments on homestead, timber- culture, and other entries and locations.	10	49.27	.....	.....	411 60
Homestead entries commuted to cash un- der section 2301, Revised Statutes	1	[160.00]	.....	.....	200 00
Homestead entries commuted to cash un- der section 2, act June 15, 1880	11	[560.19]	.....	.....	596 15
Total cash sales	87	4,892.72	.....	.....	6,361 84
Original homestead entries	280	25,974.06	641 09	\$1,910	2,551 09
Final homestead entries	97	[7,952.86]	198 77	.....	198 77
Lands entered with military bounty land warrants	4	280.00	.....	10	10 00
Pre-emption declaratory statements	99	.....	.....	198	198 00
Soldiers' and sailors' homestead declara- tory statements	2	.....	.....	4	4 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	241 61
Total of all classes of entries and amount received therefrom	569	39,099.64	839 86	2,122	9,565 31
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	2,435 17
Expense of depositing .....	.....	.....	.....	.....	5 90
Incidental expenses .....	.....	.....	.....	.....	292 60
Total expenses .....	.....	.....	.....	.....	2,733 67

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

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Statement of the business transacted at the local land office at Ironton, Mo., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	148	12,199.45	.....	.....	\$15,249 83
Sales of land at public auction	1	40.00	.....	.....	61 00
Excess payments on homestead, timber- culture, and other entries and locations..	81	168.79	.....	.....	224 71
Homestead entries commuted to cash under section 2301, Revised Statutes	4	[240.00]	.....	.....	300 00
Homestead entries commuted to cash under section 2, act June 15, 1880	4	[180.00]	.....	.....	199 58
Total cash sales	188	12,828.24	.....	.....	16,034 62
Original homestead entries.....	521	62,636.81	\$1,595 70	\$4,295 00	5,890 70
Final homestead entries.....	100	[11,171.13]	298 57	.....	298 57
State selections	2	261.10	.....	4 00	4 00
Pre-emption declaratory statements.....	237	.....	.....	474 00	474 00
Soldiers' and sailors' homestead declara- tory statements	1	.....	.....	2 00	2 00
Amount received for reducing testimony to writing.....	.....	.....	.....	.....	64 83
Total of all classes of entries and amount received therefrom.....	1,049	83,896.78	1,894 27	4,775 00	22,768 72
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	2,759 76
Expense of depositing .....	.....	.....	.....	.....	10 45
Incidental expenses .....	.....	.....	.....	.....	151 00
Total expenses .....	.....	.....	.....	.....	3,921 81

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Springfield, Mo., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	148	12,801.62	.....	.....	\$16,114 96
Sales of land subject to pre-emption entry.	5	256.50	.....	.....	870 61
Excess payments on homestead, timber- culture, and other entries and locations..	46	217.18	.....	.....	294 64
Homestead entries commuted to cash under section 2301, Revised Statutes	9	[480.00]	.....	.....	1,100 00
Homestead entries commuted to cash under section 2, act June 15, 1880.....	2	[160.00]	.....	.....	186 00
Total cash sales	210	13,915.80	.....	.....	18,066 21
Original homestead entries	954	117,622.79	\$3,153 00	\$7,355 00	10,508 00
Final homestead entries.....	155	[15,732.83]	503 00	.....	503 00
State selections	18	2,720.47	.....	36 00	36 00
Pre-emption declaratory statements.....	430	.....	.....	860 00	860 00
Soldiers' and sailors' homestead declara- tory statements	12	.....	.....	24 00	24 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	108 79
Total of all classes of entries and amount received therefrom	1,779	149,991.39	3,656 00	8,275 00	30,160 00
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	6,000 00
Expense of depositing .....	.....	.....	.....	.....	9 50
Incidental expenses .....	.....	.....	.....	.....	181 00
Total expenses .....	.....	.....	.....	.....	6,190 50

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Bozeman, Mont., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	31	4, 199. 26	.....	.....	\$10, 098 16
Sales of mineral lands	7	132. 87	.....	.....	522 50
Sales of coal lands.....	6	670. 28	.....	.....	13, 404 60
Excess payments on homestead, timber- culture, and other entries and locations..	8	48. 23	.....	.....	120 61
Original entries under the desert land act.	46	11, 051. 73	.....	.....	2, 702 95
Final entries under the desert land act	9	[1, 684. 36]	.....	.....	1, 684 36
Homestead entries commuted to cash un- der section 2301, Revised Statutes.	6	[942. 31]	.....	.....	2, 355 78
Homestead entries commuted to cash un- der section 2, act June 15, 1880	1	[160. 00]	.....	.....	378 00
Total cash sales	114	18, 888. 99	.....	.....	31, 326 96
Original homestead entries	129	18, 520. 89	\$1, 407 00	\$1, 190 00	2, 597 00
Final homestead entries	28	[3, 477. 10]	264 00	.....	264 00
Lands entered under the timber-culture laws	58	7, 482. 94	228 00	505 00	733 00
Applications to purchase mineral lands....	8	.....	.....	80 00	80 00
Applications to purchase coal lands	8	.....	.....	24 00	24 00
Pre-emption declaratory statements	119	.....	.....	348 00	348 00
Soldiers' and sailors' homestead declara- tory statements	1	.....	.....	3 00	3 00
Amount received for reducing testimony to writing.....	.....	.....	.....	.....	176 63
Total of all classes of entries and amount received therefrom.....	465	48, 369. 92	1, 899 00	2, 150 00	35, 552 61
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	4, 157 18
Expense of depositing.....	.....	.....	.....	.....	87 63
Incidental expenses .....	.....	.....	.....	.....	831 00
Total expenses .....	.....	.....	.....	.....	5, 026 81

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Helena, Mont., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	183	27,144.14	.....	.....	\$39,616 12
Sales of Bitter Root lands	21	2,758.24	.....	.....	4,015 80
Sales of mineral lands	153	8,018.89	.....	.....	11,997 50
Sales of coal lands	1	160.00	.....	.....	1,000 00
Excess payments on homestead, timber- culture, and other entries and locations..	32	191.90	.....	.....	334 30
Original entries under the desert land act.	167	60,263.74	.....	.....	15,066 04
Final entries under the desert land act	52	[15,870.99]	.....	.....	15,870 99
Homestead entries commuted to cash un- der section 2801, Revised Statutes	19	[2,702.58]	.....	.....	4,428 23
Homestead entries commuted to cash un- der section 2, act June 15, 1880	26	[3,633.83]	.....	.....	5,454 29
Total cash sales	654	115,738.81	.....	.....	98,383 27
Original homestead entries	317	44,469.10	\$2,340 00	\$2,835 00	5,175 00
Final homestead entries	96	[11,909.98]	591 00	.....	591 00
Lands entered under the timber-culture laws	310	41,191.57	1,228 00	2,710 00	3,938 00
Lands entered with Sioux half-breed scrip.	1	80.00	.....	.....	.....
Lands selected under grants to railroads ..	2	320.00	.....	4 00	4 00
Applications to purchase mineral lands ...	125	.....	.....	1,250 00	1,250 00
Applications to purchase coal lands	15	.....	.....	45 00	45 00
Bitter Root filings	177	.....	.....	528 00	528 00
Mineral protests, adverse claims	20	.....	.....	200 00	200 00
Pre-emption declaratory statements	737	.....	.....	2,172 00	2,172 00
Soldiers' and sailors' homestead declara- tory statements	6	.....	.....	18 00	18 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	607 90
Total of all classes of entries and amount received therefrom	2,460	213,709.46	4,159 00	9,762 00	112,912 17
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	6,000 00
Incidental expenses .....	.....	.....	.....	.....	1,207 00
Total expenses .....	.....	.....	.....	.....	7,207 00

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Miles City, Mont., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	16	1,610.83	.....	.....	\$4,027 10
Sales of coal lands.....	1	20.96	.....	.....	419 20
Excess payments on homestead, timber- culture, and other entries and locations..	7	26.55	.....	.....	66 40
Homestead entries commuted to cash un- der section 2301, Revised Statutes.....	3	[267.82]	.....	.....	668 20
Total cash sales	27	1,925.66	.....	.....	5,180 90
Original homestead entries.....	123	18,223.02	\$1,407 00	\$1,185 00	2,592 00
Final homestead entries.....	20	[3,040.80]	234 00	.....	234 00
Lands entered under the timber-culture laws.....	35	5,278 20	140 00	340 00	480 00
Lands entered with Sioux half-breed scrip.	4	232.27	.....	.....	.....
Lands selected under grants to railroads ..	1,226	196,234.21	.....	2,452 00	2,452 00
Application to purchase coal lands	8	.....	.....	24 00	24 00
Pre-emption declaratory statements.....	51	.....	.....	153 00	153 00
Soldiers' and sailors' homestead declara- tory statements	3	.....	.....	9 00	9 00
Amount received for reducing testimony to writing.....	.....	.....	.....	.....	97 00
Total of all classes of entries and amount received therefrom.....	1,497	224,934.16	1,781 00	4,168 00	11,222 50
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	5,611 28
Expense of depositing .....	.....	.....	.....	.....	550 00
Incidental expenses .....	.....	.....	.....	.....	480 00
Total expenses .....	.....	.....	.....	.....	6,641 28

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Beatrice, Nebr., during the fiscal year ending June 30, 1883.

(Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	5	320. 00	.....	.....	\$800 00
Excess payments on homestead, timber- culture, and other entries and locations..	2	3. 42	.....	.....	8 56
Homestead entries commuted to cash un- der section 2301, Revised Statutes	4	[400. 00]	.....	.....	1, 000 00
Total cash sales	11	723. 42	.....	.....	1, 808 56
Original homestead entries	35	2, 917. 13	\$122 87	\$170 00	292 87
Final homestead entries	91	[8, 448. 23]	356 99	.....	356 99
Lands entered under the timber-culture laws	12	1, 042. 72	48 00	80 00	128 00
Final entries under the timber-culture laws	27	[3, 487. 06]	.....	108 00	108 00
Indian filings	357	.....	.....	620 00	690 00
Pre-emption declaratory statements.....	4	.....	.....	8 00	8 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	80 14
Total of all classes of entries and amount received therefrom.....	537	16, 618. 56	527 86	1, 056 00	3, 472 56
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	4, 632 35
Expense of depositing.....	.....	.....	.....	.....	98 75
Incidental expenses.....	.....	.....	.....	.....	25 00
Total expenses .....	.....	.....	.....	.....	4, 756 10
INDIAN LANDS.					
Sac and Fox lands	8	118. 72	.....	.....	1, 094 48
Otoe and Missouriia	516	467. 99	.....	.....	101, 945 85

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Bloomington, Nebr., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	156	22,627.24	.....	.....	\$29,484 12
Excess payments on homestead, timber-culture, and other entries and locations.	36	186.09	.....	.....	294 67
Homestead entries commuted to cash under section 2301, Revised Statutes	44	[6,802.99]	.....	.....	8,803 75
Homestead entries commuted to cash under section 2, act June 15, 1880	64	[9,388.51]	.....	.....	11,467 58
Total cash sales	300	39,004.83	.....	.....	50,050 12
Original homestead entries	515	74,983.55	\$2,390 51	\$4,710 00	7,100 51
Final homestead entries	595	[87,858.67]	2,606 94	.....	2,606 94
Lands entered under the timber-culture laws	266	39,298.09	1,060 00	2,475 00	3,535 00
Final entries under the timber-culture laws	80	[12,342.99]	.....	320 00	320 00
Lands entered with military bounty land warrants	1	.....	.....	3 00	3 00
Pre-emption declaratory statements	235	.....	.....	464 00	464 00
Soldiers' and sailors' homestead declaratory statements	18	.....	.....	36 00	36 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	466 10
Total of all classes of entries and amount received therefrom	2,010	253,488.13	6,057 45	9,008 00	64,581 67
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	6,000 00
Expense of depositing .....	.....	.....	.....	.....	43 12
Incidental expenses .....	.....	.....	.....	.....	1,704 50
Total expenses .....	.....	.....	.....	.....	7,747 62
Amount received in certificates of deposit on account of surveys .....	.....	.....	.....	.....	21,913 44

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.



Statement of the business transacted at the local land office at Grand Island, Nebr., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	93	13,484.28	.....	.....	\$19,605 87
Excess payments on homestead, timber-culture, and other entries and locations.	75	333.20	.....	.....	468 01
Homestead entries commuted to cash under section 2301, Revised Statutes	51	[7,155.71]	.....	.....	10,245 20
Homestead entries commuted to cash under section 2, act June 15, 1880.....	29	[4,129.01]	.....	.....	4,970 29
Total cash sales	248	25,102.20	.....	.....	35,289 37
Original homestead entries	1,131	170,525.33	\$5,283 85	\$10,675 00	15,958 85
Final homestead entries	497	[67,026.17]	2,138 18	.....	2,138 18
Lands entered under the timber-culture laws.....	749	110,821.28	2,992 00	7,085 00	10,077 00
Final entries under the timber-culture laws.....	88	[12,437.71]	.....	352 00	352 00
Lands entered with military bounty land warrants	1	80.00	.....	2 00	2 00
Pre-emption declaratory statements.....	482	.....	.....	964 00	964 00
Soldiers' and sailors' homestead declaratory statements	44	.....	.....	88 00	88 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	277 00
Total of all classes of entries and amount received therefrom.....	8,240	385,992.69	10,414 03	19,166 00	65,146 40
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	6,000 00
Expense of depositing .....	.....	.....	.....	.....	160 45
Incidental expenses .....	.....	.....	.....	.....	2,082 00
Total expenses.....	.....	.....	.....	.....	8,242 45
Amount received in certificates of deposit on account of surveys .....	.....	.....	.....	.....	400 00
INDIAN LANDS.					
Pawnee Indian lands	494	73,157.68	.....	.....	165,858 38

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Lincoln, Nebr., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	7	1,021.92	.....	.....	\$2,554 80
Excess payments on homestead, timber- culture, and other entries and locations..	10	26.95	.....	.....	67 36
Homestead entries commuted to cash under section 2301, Revised Statutes.....	5	[570.57]	.....	.....	1,391 40
Homestead entries commuted to cash under section 2, act June 15, 1880.....	3	[240.00]	.....	.....	578 00
Total cash sales	25	1,859.44	.....	.....	4,591 56
Original homestead entries.....	88	8,427.51	\$351 74	\$480 00	831 74
Final homestead entries.....	190	[17,396.33]	736 01	.....	736 01
Lands entered under the timber-culture laws.....	68	6,416.46	272 00	430 00	702 00
Final entries under the timber-culture laws	82	[9,110.76]	.....	328 00	328 00
Pre-emption declaratory statements	13	.....	.....	26 00	26 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	419 30
Total of all classes of entries and amount received therefrom.....	466	43,210.50	1,359 75	1,264 00	7,634 61
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	3,224 76
Expense of depositing .....	.....	.....	.....	.....	9 45
Incidental expenses .....	.....	.....	.....	.....	102 00
Total expenses .....	.....	.....	.....	.....	3,336 21

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at McCook, Nebr., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Excess payments on homestead, timber-culture, and other entries and locations.	6	22. 11	.....	.....	\$27 63
Homestead entries commuted to cash under section 2, act June 15, 1880.....	1	[160. 00]	.....	.....	186 00
Total cash sales.....	7	182. 11	.....	.....	213 63
Original homestead entries.....	22	3, 510. 00	\$87 74	\$220 00	307 74
Lands entered under the timber-culture laws.....	30	4, 700. 07	120 00	300 00	420 00
Pre-emption declaratory statements.....	35	.....	.....	70 00	70 00
Soldiers' and sailors' homestead declaratory statements.....	3	.....	.....	6 00	6 00
Total of all classes of entries and amount received therefrom.....	97	8, 392. 18	207 74	596 00	1, 017 37
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	263 74
Expense of depositing.....	.....	.....	.....	.....	1 80
Incidental expenses.....	.....	.....	.....	.....	261 08
Total expenses.....	.....	.....	.....	.....	526 62

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Neligh, Nebr., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	48	11, 049. 64	.....	.....	\$12, 909 78
Sales of land subject to pre-emption entry	55	7, 613. 96	.....	.....	8, 517 48
Excess payments on homestead, timber- culture, and other entries and locations..	47	219. 55	.....	.....	274 56
Homestead entries commuted to cash un- der section 2301, Revised Statutes.....	33	4, 995. 08	.....	.....	6, 240 74
Homestead entries commuted to cash un- der section 2, act June 15, 1880.....	32	[4, 855. 40]	.....	.....	5, 834 71
Total cash sales	215	28, 733. 63	.....	.....	35, 777 22
Original homestead entries.....	632	97, 231. 58	\$2, 434 71	\$6, 140 00	8, 574 71
Final homestead entries.....	116	[17, 698. 28]	449 50	.....	449 50
Lands entered under the timber-culture laws	493	72, 314. 79	1, 956 00	4, 625 00	6, 581 00
Final entries under the timber-culture laws	27	[3, 429. 99]	.....	108 00	108 00
Lands entered with military bounty land warrants	2	280. 00	.....	7 00	7 00
Pre-emption declaratory statements.....	213	.....	.....	426 00	426 00
Soldiers' and sailors' homestead declara- tory statements	21	.....	.....	42 00	42 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	326 65
Total of all classes of entries and amounts received therefrom.....	1, 719	219, 688. 12	4, 840 21	11, 348 00	52, 292 08
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	6, 000 00
Expense of depositing .....	.....	.....	.....	.....	48 10
Incidental expenses .....	.....	.....	.....	.....	902 00
Total expenses .....	.....	.....	.....	.....	6, 950 10
Amount received in certificates of deposit on account of surveys.....	.....	.....	.....	.....	1, 400 00

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Niobrara, Nebr., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	128	19, 276. 92	.....	.....	\$24, 196 24
Sales of land subject to pre-emption entry.	149	21, 889. 78	.....	.....	27, 412 06
Excess payments on homestead, timber- culture, and other entries and locations.	73	368. 64	.....	.....	460 32
Homestead entries commuted to cash un- der section 2301, Revised Statutes	58	[9, 225. 83]	.....	.....	11, 532 32
Homestead entries commuted to cash un- der section 2, act June 15, 1880.....	58	[9, 187. 44]	.....	.....	10, 673 34
Total cash sales	466	59, 948. 61	.....	.....	74, 274 28
Original homestead entries.....	1, 570	244, 292. 85	\$6, 120 60	\$15, 420 00	21, 540 60
Final homestead entries.....	196	[30, 747. 97]	780 00	.....	780 00
Lands entered under the timber-culture laws	888	135, 906. 90	3, 544 00	8, 600 00	12, 144 00
Final entries under the timber-culture laws	11	[1, 473. 81]	.....	44 00	44 00
Santee Sioux Indian homestead entries....	45	7, 251. 94	.....	.....	.....
Pre-emption declaratory statements.....	1, 218	.....	.....	2, 436 00	2, 436 00
Soldiers' and sailors' homestead declara- tory statements	103	.....	.....	206 00	206 00
Amount received for reducing testimony to writing.....	.....	.....	.....	.....	345 00
Total of all classes of entries and amount received therefrom	4, 497	479, 622. 08	10, 444 60	26, 706 00	111, 769 88
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	5, 771 72
Expense of depositing .....	.....	.....	.....	.....	17 45
Incidental expenses .....	.....	.....	.....	.....	1, 188 55
Total expenses .....	.....	.....	.....	.....	6, 977 72
Amount received in certificates of deposit on account of surveys.....	.....	.....	.....	.....	4, 708 00

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at North Platte, Nebr., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	120	18,137.51	.....	.....	\$23,834 00
Excess payments on homestead, timber-culture, and other entries and locations.	64	308.22	.....	.....	461 25
Homestead entries commuted to cash under section 2301, Revised Statutes.	14	[2,163.77]	.....	.....	2,846 16
Homestead entries commuted to cash under section 2, act June 15, 1880.	42	[6,640.61]	.....	.....	8,685 36
Total cash sales.	240	27,250.11	.....	.....	35,828 16
Original homestead entries.	690	107,370.06	\$3,531 44	\$6,760 00	10,291 44
Final homestead entries.	83	[12,340.06]	367 27	.....	367 27
Lands entered under the timber-culture laws.	710	111,204.89	2,828 00	6,995 00	9,823 00
Final entries under the timber-culture laws.	2	[240.00]	.....	8 00	8 00
Lands entered with military bounty land warrants.	1	160.00	.....	4 00	4 00
State selections.	80	11,788.06	.....	160 00	160 00
Pre-emption declaratory statements.	759	.....	.....	1,492 00	1,492 00
Soldiers' and sailors' homestead declaratory statements.	46	.....	.....	92 00	92 00
Amount received for reducing testimony to writing.	.....	.....	.....	.....	321 20
Total of all classes of entries and amount received therefrom.	2,611	270,350.68	6,726 71	15,511 00	58,387 07
Salaries, fees, and commissions of register and receiver.	.....	.....	.....	.....	6,000 00
Expense of depositing.	.....	.....	.....	.....	65 00
Incidental expenses.	.....	.....	.....	.....	1,185 00
Total expenses.	.....	.....	.....	.....	7,250 00

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Carson City, Nev., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	1	160.00	.....	.....	\$200 00
Sales of mineral lands	12	160.49	.....	.....	840 00
Excess payments on homestead, timber- culture, and other entries and locations..	1	.84	.....	.....	2 10
Final entries under the desert-land act....	4	[559.38]	.....	.....	559 38
Homestead entries commuted to cash under section 2, act June 15, 1880	2	[320.00]	.....	.....	368 00
Total cash sales	20	1,200.71	.....	.....	1,969 48
Original homestead entries.....	15	2,080.00	\$111 00	\$130 00	241 00
Final homestead entries.....	8	[960.00]	54 00	.....	54 00
Lands entered under the timber-culture laws.....	2	280.00	8 00	20 00	28 00
State selections.....	250	39,444.91	.....	500 00	500 00
Applications to purchase mineral lands ...	19	.....	.....	190 00	190 00
Mineral protests, adverse claims	8	.....	.....	80 00	80 00
Pre-emption declaratory statements.....	3	.....	.....	9 00	9 00
Total of all classes of entries and amount received therefrom.....	325	43,965.62	173 00	929 00	3,071 48
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	2,091 88
Expense of depositing.....	.....	.....	.....	.....	58 00
Total expenses .....	.....	.....	.....	.....	2,149 38

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Eureka, Nevada, during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of mineral lands	41	580.84	.....	.....	\$2,985 00
Excess payments on homesteads, timber- culture, and other entries and locations..	1	.....	.....	.....	50 15
Original entries under the desert-land act..	2	120.00	.....	.....	30 00
Final entries under the desert-land act....	6	[1,350.80]	.....	.....	1,350 80
Total cash sales	50	2,051.64	.....	.....	4,425 95
Original homestead entries	11	1,607.89	\$74 25	\$100 00	174 25
Final homestead entries	13	[1,791.16]	75 00	.....	75 00
State selections	223	85,501.70	.....	448 00	448 00
Applications to purchase mineral lands ...	45	.....	.....	450 00	450 00
Mineral protests, adverse claims	7	.....	.....	70 00	70 00
Pre-emption declaratory statements.....	2	.....	.....	6 00	6 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	26 50
Total of all classes of entries and amount received therefrom.....	351	40,952.39	149 25	1,072 00	5,673 70
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	2,236 29
Expense of depositing .....	.....	.....	.....	.....	60 00
Incidental expenses .....	.....	.....	.....	.....	480 00
Total expenses .....	.....	.....	.....	.....	2,776 29

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Las Cruces, N. Mex., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry.....	27	4, 136. 46	.....	.....	\$5, 170 00
Sales of land subject to pre-emption entry.....	145	21, 218. 51	.....	.....	30, 497 58
Sales of mineral lands.....	32	580. 11	.....	.....	2, 960 00
Excess payments on homestead, timber- culture, and other entries and locations..	23	205. 50	.....	.....	290 49
Original entries under the desert-land act..	80	20, 626. 67	.....	.....	5, 156 68
Final entries under the desert-land act.....	6	[2, 447. 09]	.....	.....	2, 447 09
Homestead entries commuted to cash un- der section 2301, Revised Statutes.....	6	[960. 51]	.....	.....	1, 200 64
Total cash sales.....	319	50, 169. 85	.....	.....	47, 723 08
Original homestead entries.....	269	38, 448. 10	\$1, 729 50	\$2, 605 00	4, 234 50
Final homestead entries.....	92	[11, 615. 15]	475 50	.....	475 50
Lands entered under the timber-culture laws.....	136	18, 758. 69	544 00	1, 230 00	1, 774 00
Applications to purchase mineral lands...	48	.....	.....	480 00	480 00
Applications to purchase coal lands.....	26	.....	.....	78 00	78 00
Valentine scrip filings.....	2	.....	.....	2 00	2 00
Mineral protests, adverse claims.....	6	.....	.....	60 00	60 00
Pre-emption declaratory statements.....	600	.....	.....	1, 797 00	1, 797 00
Soldiers' and sailors' homestead declara- tory statements.....	1	.....	.....	3 00	3 00
Amount received for reducing testimony to writing.....	.....	.....	.....	.....	176 75
Total of all classes of entries and amount received therefrom.....	1, 499	118, 986. 79	2, 749 00	6, 155 00	56, 803 83
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	6, 000 00
Expense of depositing.....	.....	.....	.....	.....	7 10
Incidental expenses.....	.....	.....	.....	.....	336 34
Total expenses.....	.....	.....	.....	.....	6, 343 44
Amount received in certificates of deposit on account of surveys.....	.....	.....	.....	.....	3, 365 79

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Santa Fé, N. Mex., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	102	14,664.58	.....	.....	\$12,372 00
Sales of mineral lands.....	2	41.32	.....	.....	210 00
Excess payments on homestead, timber- culture, and other entries and locations..	50	319.86	.....	.....	639 76
Original entries under the desert-land act.	49	13,155.00	.....	.....	3,287 76
Homestead entries commuted to cash un- der section 2301, Revised Statutes.....	26	[3,919.73]	.....	.....	5,060 70
Homestead entries commuted to cash un- der section 2, act June 15, 1880.....	7	[1,118.65]	.....	.....	1,288 00
Total cash sales.....	245	33,219.14	.....	.....	29,878 22
Original homestead entries.....	745	113,357.77	\$5,986 50	\$7,205 00	13,191 50
Final homestead entries.....	459	[69,872.20]	3,211 50	.....	3,211 50
Lands entered under the timber-culture laws.....	23	3,333.13	92 00	215 00	307 00
Lands entered with military bounty land warrants.....	1	80.00	.....	2 00	2 00
Lands entered under the donation act....	2	280.00	.....	10 00	10 00
Applications to purchase mineral lands....	1	.....	.....	10 00	10 00
Applications to purchase coal lands.....	48	.....	.....	144 00	144 00
Pre-emption declaratory statements.....	250	.....	.....	750 00	750 00
Soldiers' and sailors' homestead declara- tory statements.....	3	.....	.....	9 00	9 00
Amount received for reducing testimony to writing.....	.....	.....	.....	.....	464 75
Total of all classes of entries and amount received therefrom.....	1,777	220,142.24	9,290 00	8,345 00	47,977 97
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	6,000 00
Incidental expenses.....	.....	.....	.....	.....	655 00
Total expenses.....	.....	.....	.....	.....	6,655 00
Amount received in certificates of deposit on account of surveys.....	.....	.....	.....	.....	21,774 90

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at La Grande, Oreg., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of lands subject to pre-emption entry.	277	42,484 02	.....	.....	\$83,041 14
Sales of timber and stone lands	37	4,418 61	.....	.....	11,046 52
Sales of mineral lands	5	429 39	.....	.....	1,107 50
Sales of town lots	3	.....	.....	.....	72 00
Sales of coal lands	1	157 06	.....	.....	1,570 00
Excess payments on homestead, timber- culture, and other entries and locations..	66	497 34	.....	.....	938 65
Original entries under the desert-land act.	30	6,948 32	.....	.....	1,737 00
Final entries under the desert-land act....	1	[480 00]	.....	.....	480 00
Homestead entries commuted to cash un- der section 2301, Revised Statutes	43	[6,813 12]	.....	.....	13,886 99
Homestead entries commuted to cash un- der section 2, act June 15, 1880	9	[1,398 88]	.....	.....	2,526 28
Total cash sales	472	63,626 74	.....	.....	116,406 98
Original homestead entries	549	84,576 25	\$3,941 85	\$5,315 00	9,256 85
Final homestead entries	168	[25,658 69]	1,200 44	.....	1,200 44
Lands entered under the timber-culture laws	281	41,818 92	1,120 00	2,660 00	3,780 00
Final entries under the timber-culture laws.	2	[240 00]	.....	8 00	8 00
Lands entered with military bounty land warrants	2	240 00	.....	8 00	8 00
State selections	3	400 00	.....	5 00	5 00
Applications to purchase mineral lands...	5	.....	.....	50 00	50 00
Applications to purchase coal lands	3	.....	.....	9 00	9 00
Applications to purchase timber and stone lands	36	.....	.....	360 00	360 00
Pre-emption declaratory statements	1,053	.....	.....	3,156 00	3,156 00
Soldiers' and sailors' homestead declara- tory statements	7	.....	.....	21 00	21 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	908 00
Total of all classes of entries and amount received therefrom	2,581	216,560 60	6,262 29	11,592 00	135,164 27
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	6,000 00
Expense of depositing .....	.....	.....	.....	.....	485 70
Incidental expenses .....	.....	.....	.....	.....	1,275 00
Total expenses .....	.....	.....	.....	.....	7,710 70
Amount received in certificates of deposit on account of surveys .....	.....	.....	.....	.....	50,174 11

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Lake View, Oreg., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of lands subject to pre-emption entry.	35	5,387.82	.....	.....	\$6,724 78
Excess payments on homestead, timber- culture, and other entries and locations..	6	9.50	.....	.....	11 30
Original entries under the desert-land act.	18	5,885.18	.....	.....	1,471 30
Final entries under the desert-land act....	3	[1,250.70]	.....	.....	1,250 70
Homestead entries commuted to cash un- der section 2301, Revised Statutes	1	[100.00]	.....	.....	200 00
Homestead entries commuted to cash un- der section 2, act June 15, 1880.....	4	[638.13]	.....	.....	733 74
Total cash sales	67	13,381.33	.....	.....	10,462 41
Original homestead entries	56	8,911.90	\$334 13	\$500 00	804 13
Final homestead entries	22	[3,517.95]	131 93	.....	131 93
Lands entered under the timber-culture laws	39	4,920.15	156 00	335 00	491 00
Pre-emption declaratory statements	113	.....	.....	339 00	339 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	137 95
Total of all classes of entries and amount received therefrom.....	297	30,681.33	622 06	1,234 00	12,396 42
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	2,307 04
Expense of depositing .....	.....	.....	.....	.....	144 19
Incidental expenses .....	.....	.....	.....	.....	50 00
Total expenses.....	.....	.....	.....	.....	2,501 23

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Oregon City, Oreg., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	15	794.86	.....	.....	\$1,562 89
Sales of land subject to pre-emption entry	57	6,185.97	.....	.....	9,633 63
Sales of land at public auction	1	40.00	.....	.....	52 00
Sales of timber and stone lands	43	5,696.95	.....	.....	14,242 45
Excess payments on homestead, timber- culture, and other entries and locations	32	139.18	.....	.....	230 17
Homestead entries commuted to cash un- der section 2301, Revised Statutes	2	[240.27]	.....	.....	400 68
Homestead entries commuted to cash un- der section 2, act June 15, 1880	11	[1,371.68]	.....	.....	1,987 27
Total cash sales	161	14,468.91	.....	.....	28,109 09
Original homestead entries	447	62,465.55	\$3,907 79	\$3,950 00	7,857 79
Final homestead entries	172	[21,123.85]	1,315 17	.....	1,315 17
Lands entered under the timber-culture laws	1	115.90	4 00	10 00	14 00
Lands entered under the donation act	10	2,572.67	.....	80 00	80 00
Lands selected under grants to railroads ..	2	191.34	.....	4 00	4 00
State selections	2	267.43	.....	4 00	4 00
Applications to purchase coal lands	3	.....	.....	9 00	9 00
Applications to purchase timber and stone lands	43	.....	.....	430 00	430 00
Pre-emption declaratory statements	300	.....	.....	900 00	900 00
Soldiers' and sailors' homestead declara- tory statements	5	.....	.....	15 00	15 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	457 50
Total of all classes of entries and amount received therefrom	1,146	101,205.65	5,226 96	5,402 00	39,195 55
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	6,000 00
Expense of depositing .....	.....	.....	.....	.....	44 00
Incidental expenses .....	.....	.....	.....	.....	226 50
Total expenses .....	.....	.....	.....	.....	6,270 50
Amount received in certificates of deposit on account of surveys .....	.....	.....	.....	.....	9,206 15

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Roseburg, Oreg., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	192	31, 838. 42	.....	.....	\$39, 798 01
Sales of land subject to pre-emption entry	67	8, 376. 74	.....	.....	11, 161 26
Sales of land at public auction	1	45. 35	.....	.....	90 70
Sales of timber and stone lands	42	4, 761. 07	.....	.....	11, 902 68
Sales of mineral lands	3	290. 00	.....	.....	725 00
Excess payments on homestead, timber- culture, and other entries and locations	49	187. 78	.....	.....	296 22
Homestead entries commuted to cash un- der section 2301, Revised Statutes	7	[761. 15]	.....	.....	976 54
Homestead entries commuted to cash un- der section 2, act June 15, 1880	7	[956. 01]	.....	.....	1, 480 32
Total cash sales	368	47, 216. 52	.....	.....	66, 430 73
Original homestead entries	294	42, 508. 03	\$2, 074 56	\$2, 745 00	4, 819 56
Final homestead entries	172	[25, 463. 86]	1, 058 90	.....	1, 058 90
Lands entered with military bounty land warrants	1	160. 00	.....	4 00	4 00
Lands entered under the donation act	1	640. 00	.....	15 00	15 00
State selections	2	267. 60	.....	4 00	4 00
Applications to purchase mineral lands ...	3	.....	.....	30 00	30 00
Applications to purchase coal lands	1	.....	.....	3 00	3 00
Applications to purchase timber and stone lands	42	.....	.....	420 00	420 00
Pre-emption declaratory statements	309	.....	.....	927 00	927 00
Soldiers' and sailors' homestead declara- tory statements	1	.....	.....	3 00	3 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	137 80
Total of all classes of entries and amount received therefrom	1, 194	116, 256. 01	3, 133 46	4, 151 00	73, 852 99
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	6, 000 00
Expense of depositing .....	.....	.....	.....	.....	223 15
Incidental expenses .....	.....	.....	.....	.....	240 00
Total expenses .....	.....	.....	.....	.....	6, 463 15
Amount received in certificates of deposit on account of surveys .....	.....	.....	.....	.....	4, 203 10

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at The Dalles, Oreg., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	139	20,490.88	.....	.....	\$36,283 77
Sales of land at public auction	1	10.75	.....	.....	268 75
Sales of timber and stone lands.....	10	1,035.89	.....	.....	2,589 72
Sales of abandoned military reservations..	172	.....	.....	.....	9,880 00
Excess payments on homestead, timber- culture, and other entries and locations.	23	122.52	.....	.....	282 24
Original entries under the desert-land act.	4	840.00	.....	.....	210 00
Homestead entries commuted to cash un- der section 2301, Revised Statutes	11	[1,640.00]	.....	.....	2,650 00
Homestead entries commuted to cash un- der section 2, act June 15, 1880	5	[720.00]	.....	.....	1,114 00
Total cash sales	365	24,860.02	.....	.....	53,228 48
Original homestead entries	243	37,900.81	\$2,260 50	\$2,360 00	4,620 50
Final homestead entries	66	[9,795.32]	523 50	.....	523 50
Lands entered under the timber-culture laws.....	446	69,479.17	1,776 00	4,355 00	6,181 00
Lands entered under the donation act	1	320.00	.....	10 00	10 00
Applications to purchase timber and stone lands	16	.....	.....	160 00	160 00
Pre-emption declaratory statements	973	.....	.....	2,919 00	2,919 00
Soldiers' and sailors' homestead declara- tory statements	1	.....	.....	3 00	3 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	323 82
Total of all classes of entries and amount received therefrom.....	2,111	142,354.82	4,560 00	9,807 00	67,924 30
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	6,000 00
Expense of depositing.....	.....	.....	.....	.....	48 55
Incidental expenses .....	.....	.....	.....	.....	380 00
Total expenses .....	.....	.....	.....	.....	6,428 55
Amount received in certificates of deposit on account of surveys .....	.....	.....	.....	.....	25,652 52

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Salt Lake City, Utah, during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry	69	8,207.18	.....	.....	\$10,750 06
Sales of mineral lands.....	151	1,115.41	.....	.....	5,715 00
Sales of coal lands	15	2,051.51	.....	.....	39,865 00
Excess payments on homestead, timber- culture, and other entries and locations.	19	77.45	.....	.....	120 25
Original entries under the desert-land act.	137	34,313.27	.....	.....	8,579 88
Final entries under the desert-land act....	55	[8,253.99]	.....	.....	8,253 99
Homestead entries commuted to cash un- der section 2301, Revised Statutes.....	3	[199.51]	.....	.....	448 78
Homestead entries commuted to cash un- der section 2, act June 15, 1880	34	[3,903.08]	.....	.....	5,053 75
Total cash sales.....	483	58,121.40	.....	.....	78,795 71
Original homestead entries.....	432	58,639.05	\$2,596 50	\$3,695 00	6,291 50
Final homestead entries	465	[61,915.86]	2,562 00	.....	2,562 00
Lands entered under the timber-culture laws	62	7,509.99	248 00	510 00	758 00
Applications to purchase mineral lands ...	166	.....	.....	1,660 00	1,660 00
Applications to purchase coal lands.....	82	.....	.....	246 00	246 00
Mineral protests, adverse claims.....	29	.....	.....	290 00	290 00
Pre-emption declaratory statements.....	282	.....	.....	843 00	843 00
Soldiers' and sailors' homestead declara- tory statements	2	.....	.....	6 00	6 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	627 00
Total of all classes of entries and amount received therefrom.....	2,003	186,186.30	5,406 50	7,250 00	92,079 21
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	6,000 00
Incidental expenses.....	.....	.....	.....	.....	1,817 50
Total expenses .....	.....	.....	.....	.....	7,817 50
Amount received in certificates of deposit on account of surveys.....	.....	.....	.....	.....	13,296 19

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Colfax, Wash. Ter., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	149	20,727.87	.....	.....	\$37,320 63
Sales of timber and stone lands.....	22	1,775.98	.....	.....	4,439 96
Excess payments on homestead, timber- culture, and other entries and locations.	82	853.47	.....	.....	883 65
Homestead entries commuted to cash un- der section 2301, Revised Statutes.....	44	[6,417.71]	.....	.....	9,922 14
Homestead entries commuted to cash un- der section 2, act June 15, 1880.....	25	[4,098.65]	.....	.....	7,038 71
Total cash sales.....	322	33,873.48	.....	.....	59,605 09
Original homestead entries.....	798	122,176.55	\$8,419 27	\$7,715 00	16,134 27
Final homestead entries.....	171	[25,871.74]	1,438 41	.....	1,438 41
Lands entered under the timber-culture laws.....	477	70,395.25	1,892 00	4,505 00	6,397 00
Final entries under the timber-culture laws.	1	[80.00]	.....	4 00	4 00
Lands entered with military bounty land warrants.....	2	160.00	.....	4 00	4 00
Applications to purchase timber and stone lands.....	22	.....	.....	220 00	220 00
Pre-emption declaratory statements.....	1,085	.....	.....	3,105 00	3,105 00
Soldiers' and sailors' homestead declara- tory statements.....	15	.....	.....	45 00	45 00
Amount received for reducing testimony to writing.....	.....	.....	.....	.....	289 00
Total of all classes of entries and amount received therefrom.....	2,843	252,057.02	11,749 68	15,508 00	87,242 46
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	6,000 00
Expense of depositing.....	.....	.....	.....	.....	250 00
Incidental expenses.....	.....	.....	.....	.....	3,089 00
Total expenses.....	.....	.....	.....	.....	9,339 00
Amount received in certificates of deposit on account of surveys.....	.....	.....	.....	.....	9,568 00

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Olympia, Wash. Ter., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	113	32,008.97	.....	.....	\$40,011 21
Sales of land subject to pre-emption entry.	137	18,116.88	.....	.....	25,541 29
Sales of timber and stone lands.....	563	79,232.18	.....	.....	198,080 44
Town site entries	1	12.73	.....	.....	1,018 40
Sales of coal lands.....	27	3,929.90	.....	.....	71,759 70
Excess payments on homestead, timber- culture, and other entries and locations..	81	481.71	.....	.....	819 10
Homestead entries commuted to cash un- der section 2301, Revised Statutes.....	28	[3,929.84]	.....	.....	5,754 69
Homestead entries commuted to cash un- der section 2, act June 15, 1880.....	38	[4,752.53]	.....	.....	6,429 92
Total cash sales	988	142,464.24	.....	.....	349,414 75
Original homestead entries.....	1,008	146,245.47	\$7,803 00	\$9,255 00	17,058 00
Final homestead entries.....	198	[24,499.12]	1,102 51	.....	1,102 51
Lands entered with Potterfield scrip	2	69.82	.....	2 00	2 00
Applications to purchase coal lands	48	.....	.....	144 00	144 00
Applications to purchase timber and stone lands	560	.....	.....	5,600 00	5,600 00
Pre-emption declaratory statements	1,518	.....	.....	4,545 00	4,545 00
Soldiers' and sailors' homestead declara- tory statements	18	.....	.....	54 00	54 00
Amount received for reducing testimony to writing.....	.....	.....	.....	.....	803 90
Total of all classes of entries and amount received therefrom.....	4,340	313,278.65	8,905 51	19,600 00	378,724 16
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	6,000 00
Expense of depositing .....	.....	.....	.....	.....	824 40
Incidental expenses.....	.....	.....	.....	.....	1,307 20
Total expenses.....	.....	.....	.....	.....	8,131 60
Amount received in certificates of deposit on account of surveys.....	.....	.....	.....	.....	100 00

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Vancouver, Wash. Ter., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	17	1,660.84	.....	.....	\$2,076 05
Sales of land subject to pre-emption entry	27	3,008.88	.....	.....	7,520 94
Sales of timber and stone lands	107	15,876.63	.....	.....	39,691 56
Excess payments on homestead, timber- culture, and other entries and locations ..	12	61.25	.....	.....	153 10
Homestead entries commuted to cash un- der section 2301, Revised Statutes	4	[428.76]	.....	.....	1,071 90
Homestead entries commuted to cash un- der section 2, act June 15, 1880	3	[480.00]	.....	.....	1,134 00
Total cash sales	170	21,515.86	.....	.....	51,647 55
Original homestead entries	257	35,577.92	\$2,537 06	\$2,270 00	4,807 06
Final homestead entries	109	[13,287.80]	719 04	.....	719 04
Lands entered under the timber-culture laws	17	2,317.77	68 00	155 00	223 00
Lands entered under the donation act	1	319.79	.....	10 00	10 00
Applications to purchase timber and stone lands	107	.....	.....	1,070 00	1,070 00
Pre-emption declaratory statements	132	.....	.....	396 00	396 00
Soldiers' and sailors' homestead declara- tory statements	4	.....	.....	12 00	12 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	708 15
Total of all classes of entries and amount received therefrom	797	73,019.14	3,824 10	3,913 00	59,592 80
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	6,000 00
Expense of depositing .....	.....	.....	.....	.....	83 00
Incidental expenses .....	.....	.....	.....	.....	240 00
Total expenses .....	.....	.....	.....	.....	6,273 00

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Walla Walla, Wash. Ter., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	271	39,848.90	.....	.....	\$55,372 18
Sales of timber and stone lands.....	29	3,759.15	.....	.....	9,397 89
Excess payments on homestead, timber- culture, and other entries and locations.	55	264.18	.....	.....	503 54
Homestead entries commuted to cash un- der section 2301, Revised Statutes.....	108	[16,571.14]	.....	.....	23,423 80
Homestead entries commuted to cash un- der section 2, act June 15, 1880.....	35	[5,363.08]	.....	.....	8,044 25
Total cash sales.....	498	65,806.85	.....	.....	96,741 66
Original homestead entries.....	416	63,210.17	\$3,753 81	\$4,025 00	7,776 61
Final homestead entries.....	143	[21,201.45]	899 43	.....	899 43
Lands entered under the timber-culture laws.....	348	51,468.93	1,392 00	2,295 00	4,687 00
Final entries under the timber-culture laws	2	[240.00]	.....	8 00	8 00
Applications to purchase timber and stone lands.....	29	.....	.....	290 00	290 00
Pre-emption declaratory statements.....	546	.....	.....	1,635 00	1,635 00
Soldiers' and sailors' homestead declara- tory statements.....	11	.....	.....	33 00	33 00
Amount received for reducing testimony to writing.....	.....	.....	.....	.....	608 36
Total of all classes of entries and amount received therefrom.....	1,993	201,926.90	6,045 24	9,296 00	112,771 15
Salaries, fees, and commissions of register and receiver.....	-	.....	.....	.....	6,000 00
Expense of depositing.....	.....	.....	.....	.....	175 00
Incidental expenses.....	.....	.....	.....	.....	1,200 00
Total expenses.....	.....	.....	.....	.....	7,375 00
Amount received in certificates of deposit on account of surveys.....	.....	.....	.....	.....	12,548 00

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Yakima, Wash. Ter., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	10	1,161.35	.....	.....	\$2,503 38
Sales of timber and stone lands.....	6	379.50	.....	.....	948 75
Excess payments on homestead, timber- culture, and other entries and locations.	12	30.82	.....	.....	53 16
Original entries under the desert-land act.	58	25,616 29	.....	.....	6,404 09
Final entries under the desert-land act....	9	[1,038.11]	.....	.....	1,038 11
Homestead entries commuted to cash un- der section 2301, Revised Statutes.....	2	[160.00]	.....	.....	400 00
Total cash sales	97	28,885.57	.....	.....	11,347 49
Original homestead entries.....	58	8,525.83	\$612 00	\$550 00	1,162 00
Final homestead entries.....	25	[8,646.56]	210 00	.....	210 00
Lands entered under the timber-culture laws.....	102	15,555.10	408 00	980 00	1,388 00
Lands entered with military bounty land warrants	1	120.00	.....	3 00	3 00
Applications to purchase timber and stone lands	6	.....	.....	60 00	60 00
Pre-emption declaratory statements.....	180	.....	.....	390 00	390 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	121 36
Total of all classes of entries and amount received therefrom	419	56,233.06	1,230.00	1,983 00	14,681 84
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	8,031 06
Expenses of depositing.....	.....	.....	.....	.....	245 75
Incidental expenses.....	.....	.....	.....	.....	308 00
Total expenses .....	.....	.....	.....	.....	8,579 83
Amount received in certificates of deposit on account of surveys.....	.....	.....	.....	.....	200 00

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Bayfield, Wis., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	371	53,348.68	.....	.....	\$125,672 06
Sales of land subject to pre-emption entry.	14	1,998.61	.....	.....	3,167 96
Excess payments on homestead, timber- culture, and other entries and locations.	10	60.89]	.....	.....	134 96
Homestead entries commuted to cash un- der section 2301, Revised Statutes.....	2	[820 00]	.....	.....	400 00
Homestead entries commuted to cash un- der section 2, act June 15, 1880	5	[800 00]	.....	.....	1,118 00
Total cash sales.....	402	56,524 18	.....	.....	130,492 02
Original homestead entries	104	14,678.77	\$560 35	\$955 00	1,515 35
Final homestead entries.....	8	[879.01]	42 96	.....	42 96
Lands selected under grants to railroads ..	1,562	249,752.19	.....	3,124 00	3,124 00
Pre-emption declaratory statements.....	128	.....	.....	256 00	256 00
Soldiers' and sailors' homestead declara- tory statements	4	.....	.....	8 00	8 00
Total of all classes of entries and amount received therefrom.....	2,208	321,834.15	603 31	4,343 00	125,438 99
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	6,000 00
Incidental expenses .....	.....	.....	.....	.....	150 00
Total expenses .....	.....	.....	.....	.....	6,150 00

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Eau Claire, Wis., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	254	38,722.32	.....	.....	\$50,997 80
Sales of land subject to pre-emption entry.	7	697.21	.....	.....	1,212 51
Excess payments on homestead, timber- culture, and other entries and locations.	8	29.46	.....	.....	54 11
Homestead entries commuted to cash un- der section 2301, Revised Statutes.....	6	[616.76]	.....	.....	1,070 96
Homestead entries commuted to cash un- der section 2, act June 15, 1880	17	[2,299.55]	.....	.....	2,936 97
Total cash sales	292	42,365.30	.....	.....	56,272 35
Original homestead entries.....	214	23,916.34	\$895 08	\$1,615 00	2,510 08
Final homestead entries.....	184	[20,135.09]	685 95	.....	685 95
Lands selected under grants to railroads..	438	70,077.92	.....	876 00	876 00
State selections	180	28,723.86	.....	360 00	360 00
Pre-emption declaratory statements.....	115	.....	.....	226 00	226 00
Soldiers' and sailors' homestead declara- tory statements	2	.....	.....	4 00	4 00
Amount received for reducing testimony to writing.....	.....	.....	.....	.....	212 80
Total of all classes of entries and amount received therefrom.....	1,425	185,218.51	1,581 03	3,081 00	61,147 18
Salaries, fees, and commissions of register and receiver.....	.....	.....	.....	.....	5,022 25
Incidental expenses.....	.....	.....	.....	.....	375 00
Total expenses .....	.....	.....	.....	.....	5,397 25

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

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Statement of the business transacted at the local land office at Falls of Saint Croix, Wis., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	76	5, 012. 57	.....	.....	\$8, 864 51
Sales of land subject to pre-emption entry	3	160. 00	.....	.....	200 00
Excess payments on homestead, timber- culture, and other entries and locations.	7	32. 94	.....	.....	243 10
Homestead entries commuted to cash under section 2301, Revised Statutes.....	1	[40. 00]	.....	.....	50 00
Homestead entries commuted to cash under section 2, act June 15, 1880	4	[178. 71]	.....	.....	412 64
Total cash sales	91	5, 424. 22	.....	.....	9, 770 45
Original-homestead entries	160	18, 500. 37	\$563 94	\$1, 235 00	1, 798 94
Final homestead entries.....	117	[11, 974. 46]	402 78	.....	402 78
Lands entered with military bounty-land warrants	1	80. 00	.....	4 00	4 00
Pre-emption declaratory statements.....	146	.....	.....	292 00	292 00
Soldiers' and sailors' homestead declaratory statements	5	.....	.....	10 00	10 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	101 00
Total of all classes of entries and amount received therefrom.....	520	35, 979. 05	966 72	1, 541 00	12, 379 17
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	2, 504 10
Expense of depositing.....	.....	.....	.....	.....	5 95
Total expenses .....	.....	.....	.....	.....	2, 510 05

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at La Crosse, Wis., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	1	80. 00	.....	.....	\$100 00
Sales of land subject to pre-emption entry.	1	120. 00	.....	.....	150 00
Sales of land at public auction	53	2, 710. 73	.....	.....	3, 388 41
Excess payments on homestead, timber- culture, and other entries and locations.	1	. 30	.....	.....	37
Homestead entries commuted to cash under section 2301, Revised Statutes.....	3	[240. 00]	.....	.....	800 00
Homestead entries commuted to cash under section 2, act June 15, 1890	15	[930. 76]	.....	.....	1, 034 45
Total cash sales	74	4, 081. 79	.....	.....	4, 973 23
Original homestead entries.....	110	10, 231. 71	\$241 79	\$715 00	956 79
Final homestead entries.....	194	[19, 101. 55]	471 53	.....	471 53
Pre-emption declaratory statements.....	68	.....	.....	136 00	136 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	88 35
Total of all classes of entries and amount received therefrom.....	446	33, 415. 05	713 32	851 00	6, 625 90
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	2, 037 10
Total expenses .....	.....	.....	.....	.....	2, 037 10

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

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Statement of the business transacted at the local land office at Menasha, Wis., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	384	52,449.86	.....	.....	\$65,562 35
Sales of land subject to pre-emption entry.	1	160.00	.....	.....	200 00
Sales of land at public auction	1	40.00	.....	.....	50 00
Excess payments on homestead, timber- culture, and other entries and locations.	6	22.05	.....	.....	27 56
Homestead entries commuted to cash un- der section 2301, Revised Statutes	5	[560.00]	.....	.....	700 00
Homestead entries commuted to cash un- der section 2, act June 15, 1880	6	[760.00]	.....	.....	881 00
Total cash sales	403	53,991.91	.....	.....	67,420 91
Original homestead entries	92	11,515.92	290 31	760 00	1,050 31
Final homestead entries	71	[7,433.77]	184 81	.....	184 81
State selections	169	27,080.01	.....	338 00	338 00
Pre-emption declaratory statements	85	.....	.....	170 00	170 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	66 30
Total of all classes of entries and amount received therefrom	820	100,021.61	475 12	1,268 00	69,230 33
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	3,401 89
Expense of depositing .....	.....	.....	.....	.....	3 15
Incidental expenses .....	.....	.....	.....	.....	180 00
Total expenses .....	.....	.....	.....	.....	3,584 95

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Wausau, Wis., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	1,281	181,471.46	.....	.....	\$226,839 28
Sales of land subject to pre-emption entry.	15	1,176.26	.....	.....	2,718 91
Excess payments on homestead, timber- culture, and other entries and locations.	22	145.19	.....	.....	447 75
Homestead entries commuted to cash un- der section 2301, Revised Statutes	16	[1,967.48]	.....	.....	2,748 07
Homestead entries commute l to cash un- der section 2, act June 15, 1880	11	[1,816.02]	.....	.....	1,977 92
Total cash sales	1,345	186,076.41	.....	.....	234,776 93
Original homestead entries	820	36,724.85	1,802 49	2,560	3,862 49
Final homestead entries	145	[18,877.79]	454 48	.....	454 48
Land entered with military bounty land warrants	2	80.00	.....	2 00	2 00
State selections	92	14,521.95	.....	184 00	184 00
Pre-emption declaratory statements	162	.....	.....	324 00	324 00
Soldiers' and sailors' homestead declara- tory statements	2	.....	.....	4 00	4 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	83 40
Total of all classes of entries and amount received therefrom	2,068	250,781.00	1,756 92	3,074 00	239,691 28
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	6,000 00
Expense of depositing .....	.....	.....	.....	.....	73 45
Incidental expenses .....	.....	.....	.....	.....	853 25
Total expenses .....	.....	.....	.....	.....	6,426 70

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Cheyenne, Wyo. Ter., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	20	4,289.82	.....	.....	\$6,765 00
Sales of mineral lands	4	87.64	.....	.....	445 00
Excess payments on homestead, timber- culture, and other entries and locations.	12	85.34	.....	.....	105 00
Original entries under the desert land act.	206	132,953.82	.....	.....	32,999 50
Final entries under the desert land act....	24	[8,448.85]	.....	.....	8,449 00
Homestead entries commuted to cash under section 2301, Revised Statutes	2	[312.47]	.....	.....	390 00
Homestead entries commuted to cash under section 2, act June 15, 1880	6	[760.00]	.....	.....	1,206 00
Total cash sales	373	146,027.94	.....	.....	50,359 50
Original homestead entries	158	22,968.05	\$1,042 50	\$1,440 00	2,482 50
Final homestead entries	35	[4,175.31]	206 24	.....	206 74
Lands entered under the timber-culture laws	90	13,163.82	360 00	840 00	1,200 00
Lands entered with military bounty land warrants	1	80.00	.....	2 00	2 00
Applications to purchase mineral lands ...	3	.....	.....	30 00	30 00
Applications to purchase coal lands	41	.....	.....	123 00	123 00
Pre-emption declaratory statements	382	.....	.....	1,146 00	1,146 00
Soldiers' and sailors' homestead declara- tory statements	6	.....	.....	18 00	18 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	24 15
Total of all classes of entries and amount received therefrom	1,089	186,415.12	1,008 74	3,599 00	55,001 39
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	4,400 70
Expense of depositing .....	.....	.....	.....	.....	6 80
Incidental expenses .....	.....	.....	.....	.....	307 50
Total expenses .....	.....	.....	.....	.....	4,784 00

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the local land office at Evanston, Wyo. Ter., during the fiscal year ending June 30, 1883.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to private entry	1	40. 00	.....	.....	\$100 00
Sales of land subject to pre-emption entry	2	320. 00	.....	.....	400 00
Sales of mineral lands	2	1, 200. 00	.....	.....	3, 000 00
Sales of coal lands	2	277. 22	.....	.....	5, 544 40
Original entries under the desert land act ..	28	7, 101. 68	.....	.....	1, 775 40
Final entries under the desert land act	4	[1, 120. 00]	.....	.....	1, 120 00
Total cash sales	39	10, 058. 90	.....	.....	11, 939 80
Original homestead entries	31	4, 780. 93	\$192 00	\$300 00	492 00
Final homestead entries	6	[800. 00]	33 00	.....	33 00
Lands entered under the timber-culture laws	8	1, 040. 33	32 00	70 00	102 00
Application to purchase coal lands	13	.....	.....	36 00	36 00
Pre-emption declaratory statements	9	.....	.....	27 00	27 00
Amount received for reducing testimony to writing .....	.....	.....	.....	.....	294 50
Total of all classes of entries and amount received therefrom	106	16, 680. 16	257 00	433 00	12, 924 30
Salaries, fees, and commissions of register and receiver .....	.....	.....	.....	.....	1, 893 28
Expense of depositing .....	.....	.....	.....	.....	30 55
Incidental expenses .....	.....	.....	.....	.....	200 00
Total expenses .....	.....	.....	.....	.....	2, 123 83

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

Statement of the business transacted at the General Land Office at Washington, D. C., during the fiscal year ending June 30, 1883, on account of the disposals of public lands in the State of Illinois.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Pre-emption declaratory statements	1	.....	.....	\$2 00	\$2 00
Soldiers' and sailors' homestead declaratory statements	1	.....	.....	2 00	2 00
Total of all classes of entries and amount received therefrom	2	.....	.....	4 00	4 00

Statement of the business transacted at the General Land Office at Washington, D. C., during the fiscal year ending June 30, 1883, on account of the disposals of public lands in the State of Indiana.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Original homestead entries.....	1	56.70	\$1 40	\$5 00	\$6 40
Total of all classes of entries and amount received therefrom.....	1	56.70	1 40	5 00	6 40

Statement of the business transacted at the General Land Office at Washington, D. C., during the fiscal year ending June 30, 1883, on account of the disposals of public lands in the State of Ohio.

Class of entry.	No.	Acres.	Commis- sions.	Fees.	Amount.
Sales of land subject to pre-emption entry.	2	169.36	.....	.....	\$423 40
Homestead entries commuted to cash under section 2, act June 15, 1880	1	[80.00]	.....	.....	93 00
Total cash sales.....	3	249.36	.....	.....	516 40
Original homestead entries.....	1	40.00	\$1 40	\$5 00	6 40
Final homestead entries.....	1	[160.00]	4 00	.....	4 00
Total of all classes of entries and amount received therefrom.....	5	449.36	5 40	5 00	526 80

NOTE.—The area in brackets is not included in the aggregate by States, having been accounted for in the original entries.

N.—MINERAL LANDS DIVISION.

This division has charge of all entries, claims, and matters arising under the mining and coal land laws of the United States.

The following statement shows the quantity of mineral and coal lands sold, and the number of entries, filings, &c., therefor made during the fiscal year ending June 30, 1883:

MINERAL LANDS.

Acres of mineral lands sold	31,520. 18
Mineral entries made	2, 112
Mineral applications filed	2, 312
Adverse claims filed	390

COAL LANDS.

Acres of, sold	15,612. 82
Entries made	103
Filings made	496

Total acres sold	47, 133. 00
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Mineral contests received	119
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The principal work done by this division during the last fiscal year is shown by the following statement:

Mineral patents issued, including the making of plats of surveys	1,750
Coal patents issued	51
Pages of patent record, including plats of surveys made	9,578
Mineral entries examined, including examination of survey plats	2,120
Mineral entries examined except as to survey	400

Total mineral entries examined	2,520
Mineral contests finally disposed of	31
Number of letters received and docketed	6,623
Number of letters written	6,023
Number of pages of letter record written	4,856

The above showing of work done does not include the work done in making connected diagrams of the surveys of mineral claims, the preparation of certified copies of papers, the examination of *ex parte* agricultural entries referred to this division upon allegations that the land claimed is mineral, and other miscellaneous work which has to be kept up in the division.

The following statement shows the condition of work in the division at the close of the fiscal year:

Mineral entries unexamined	1,085
Mineral entries examined and in suspended files	986
Mineral entries awaiting examination of survey (about)	400
Mineral contests in files and not finally disposed of	174

Total cases not disposed of	2,645
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NOTE.—This statement does not include the *ex parte* agricultural cases in the division suspended upon allegations that the land is mineral in character.

During the year ending June 30, 1882, there were 36,768.63 acres of mineral lands sold. The statement for the year ending June 30, 1883, shows a decrease in quantity of 5,248.45 acres. This decrease it is believed is due largely to the timely action taken by the Department and the regulations adopted to prevent the fraudulent appropriation of large tracts of public lands as "placers." Soon after the beginning of the last fiscal year applications by an association of persons for patent to a placer claim were, by circular instructions, restricted to one hundred and sixty acres each (see paragraph 8 of circular approved September 23, 1882), and by amendment of December 9, 1882, to said circular, still further precautions were adopted to prevent the wrongful appropriation of public lands as alleged placer claims.

Excepting this decrease in the number of acres of mineral lands sold, the above statements show that the volume of business under the mining laws is steadily growing.

As compared with the year ending June 30, 1882, the increase is shown as follows:

INCREASE DURING THE YEAR ENDING JUNE 30, 1883.

In number of mineral entries made	264
In number of mineral entries examined and suspended.....	261
In mineral patents issued.....	452
In acres of coal lands sold	6, 978. 49
In coal filings made	107
In mineral contests received.....	91
In letters received.....	907
In number of letters written in the division	1, 013

In a large number of cases *protests* against mineral entries come up with the final entry papers or are filed here after the entries have reached this office. The examination of these protests requires care and takes up considerable time. As they are examined and disposed of in the same order as the entries against which they are filed, this work is not stated separately, but is included in the number of mineral entries examined. These protests frequently present intricate questions of law for consideration, and questions of fact which have to be determined by the taking of testimony. They are often argued by counsel, and frequently the consideration of a single protest will require much labor and time.

In many of the surveys where there are conflicting or overlapping claims, it is a matter of the greatest difficulty to determine some of the questions that arise, and the examination for the purpose of determining the correctness of these surveys has to be made with the utmost care.

While it is the present practice to publish, from time to time, separately, the circular instructions of this office, with its leading decisions and those of the Department relating to land cases, the following instructions issued during the last fiscal year, or after its close, are inserted in this report as being of unusual importance, inasmuch as general changes in the administration of the mineral statutes have recently been made, and a special law affecting the vacant mineral lands in Alabama, of interest to the public at large, was passed by Congress at its last session:

N.

DEPARTMENT OF THE INTERIOR,
GENERAL LAND OFFICE,
Washington, D. C., September 22, 1882.

GENTLEMEN: The following regulations are promulgated as amendatory of circular of October 31, 1881, entitled "United States mining laws and regulations thereunder," and have special reference to application for patents to placer claims. They

are to be considered in connection with paragraphs 53 to 60 of regulations contained in said circular:

1. The first care in recognizing an application for patent upon a placer claim must be exercised in determining the exact classification of the lands. To this end the clearest evidence of which the case is capable should be presented. If the claim be all placer ground that fact must be stated in the application and corroborated by accompanying proofs. If of mixed placers and lodes it should be so set out, with a description of all known lodes situated within the boundaries of the claim. A specific declaration, such as is required by section 2333, Revised Statutes, must be furnished as to each lode intended to be claimed. All other known lodes are, by the silence of the applicant, excluded by law from all claim by him, of whatsoever nature, possessory or otherwise.

2. Section 2395, Revised Statutes (subdivision 7), requires the surveyor to "note in his field books the true situation of all mines, salt licks, salt springs, and mill-seats which come to his knowledge;" also "all water-courses over which the lines he runs may pass." It further requires him to "note the quality of the lands." These descriptive notes are required by subdivision 8 to be incorporated in the plat by the surveyor general.

3. If these duties have been performed, the surveys will furnish a reasonable guide to the district officers and to claimants in prosecuting their applications. But experience has shown that great neglect has resulted from inattention to the law in this respect, and the regular plats are of very little value in the matter. It will, therefore, be required in the future that deputy surveyors shall, at the expense of the parties, make full examination of all placer claims, and duly note the facts as specified in the law, stating the quality and composition of the soil, the kind and amount of timber and other vegetation, the locus and size of streams, and such other matters as may appear upon the surface of the claims. This examination should include the character and extent of all surface and underground workings, whether placer or lode, for mining purposes.

4. In addition to these data, which the law requires to be shown in all cases, the deputy should report with reference to the proximity of centers of trade or residence; also of well known systems of lode deposit or of individual lodes. He should also report as to the use or adaptability of the claim for placer mining; whether water has been brought upon it in sufficient quantity to mine the same, or whether it can be procured for that purpose; and finally, what works or expenditures have been made by the claimant or his grantors for the development of the claim, and their situation and location with respect to the same as applied for.

5. This examination should be reported by the deputy under oath to the surveyor general, and duly corroborated; and a copy of the same should be furnished with the application for patent to the claim, constituting a part thereof, and included in the oath of the applicant.

6. In case of a proposed claim for lands not yet surveyed, the foregoing regulations will govern the application for survey.

7. In controversies hereafter to be determined respecting the mineral value of lands, their value for all purposes, whether agricultural or municipal, or as seats for towns, will be considered, without reference to the decisions heretofore made in particular cases. No decision finally executed, however, will be reconsidered under this modification.

8. No application by an association of persons for patent to a placer claim will be allowed to embrace more than one hundred and sixty acres, nor will any application be entertained that embraces more than one location.

9. Applications awaiting entry, whether published or not, must be made to conform to these regulations, both with respect to amount of ground and examination as to the character of the land. Entries already made will be suspended for examination by the Commissioner, and such additional proofs as may be deemed necessary in each case will be demanded.

Very respectfully,

N. C. MCFARLAND,
Commissioner.

To REGISTERS AND RECEIVERS, and SURVEYORS GENERAL.

DEPARTMENT OF THE INTERIOR,
September 23, 1882.

Approved.

H. M. TELLER,
Secretary.

DEPARTMENT OF THE INTERIOR,
GENERAL LAND OFFICE,
Washington, D. C., December 9, 1882.

GENTLEMEN: By direction, contained in letter dated the 7th instant, from the honorable Secretary of the Interior, paragraph No. 8 of the preceding circular of September 22, 1882, relating to placer mining claims, has been amended so as to read as follows:

"8. No application by an association of persons for patent to a placer claim will be allowed to embrace more than one hundred and sixty acres; and not less than five hundred dollars' worth of work must be shown to have been expended upon or for the benefit of each separate location embraced in such application. If an individual becomes the purchaser and possessor of several separate claims of twenty acres each or less, he may be permitted to include in his application for patent any number of such claims contiguous to each other, not exceeding in the aggregate one hundred and sixty acres; but upon or for the benefit of each original claim or location so embraced, he or his grantors must have expended the sum of five hundred dollars in improvements."

You are instructed to observe this modification of my said circular of September 22, 1882.

Very respectfully,

N. C. McFARLAND,
Commissioner.

To REGISTERS AND RECEIVERS, and SURVEYORS GENERAL.

[Circular.]

N.

DEPARTMENT OF THE INTERIOR,
GENERAL LAND OFFICE,
Washington, D. C., November 16, 1882.

GENTLEMEN: The regulations of this office require that the plats and field-notes of surveys of mining claims shall disclose all conflicts between such surveys and prior surveys, giving the areas of conflicts.

The rule has not been properly observed in all cases. Your attention is invited to the following particulars which should be observed in the survey of every mining claim:

1. The exterior boundaries of the claim should be represented on the plat of survey and in the field-notes.

2. The intersection of the lines of the survey with the lines of conflicting prior surveys should be noted in the field-notes and represented upon the plat.

3. Conflicts with unsurveyed claims, where the applicant for survey does not claim the area in conflict, should be shown by actual survey.

4. The total area of the claim embraced by the exterior boundaries should be stated, and also the area in conflict with each intersecting survey, substantially as follows:

	Acres.
Total area of claim.....	10.50
Area in conflict with survey No. 302.....	1.56
Area in conflict with survey No. 948.....	2.33
Area in conflict with Mountain Maid lode mining claim, unsurveyed.....	1.42

In a number of instances that have come to the attention of this office the total area in conflict has been given but not the area in conflict with *each* intersecting claim. The portion of the plat not in conflict has been colored and the remainder left uncolored. The language of the field-notes has been such as to convey the idea that the conflicting areas were excluded from the claim, whereas such was not the intention. It does not follow that because mining surveys are required to exhibit all conflicts with prior surveys the areas of conflict are to be excluded. The field-notes and plat are made a part of the application for patent, and care should be taken that the description does not inadvertently exclude portions intended to be retained. It is better that the application for patent should state the portions to be excluded in express terms. A survey executed as in the example given will enable the applicant for patent to exclude such conflicts as may seem desirable. For instance, the conflict with survey No. 302 and with the Mountain Maid lode claim might be excluded and that with survey No. 948 included.

Your attention is also invited to another matter. The practice of coloring portions of surveys, leaving other portions uncolored, is open to the same objections that have been stated concerning the field-notes. In the future no coloring will be used.

Very respectfully,

N. C. McFARLAND,
Commissioner.

To UNITED STATES SURVEYORS GENERAL.



[Circular.]

C.

DEPARTMENT OF THE INTERIOR,
GENERAL LAND OFFICE,
Washington, D. C., April 9, 1883.

GENTLEMEN: The act of March 3, 1883 (copy herewith), enacts that all public lands within the State of Alabama, whether mineral or otherwise, shall be subject to disposal *only as agricultural lands*; provided, that all lands which have heretofore been reported as containing coal and iron shall first be offered at public sale, and further that any *bona fide* entry under the provisions of the homestead law of lands within said State *heretofore made*, may be patented without reference to the act of May 10, 1872, in cases where the persons making application for such patents have in all other respects complied with the homestead law relating thereto.

In order to carry out the provisions of said act, it will be necessary to prepare a list of all public lands heretofore reported as mineral that have not been entered and have them offered by President's proclamation. In the mean time you will be careful not to allow an entry to be made for any lands, lists of which were transmitted to your office October 23, 1879, nor of other tracts that have been since investigated and reported as valuable for minerals, a list of which I inclose herewith.

All existing *bona fide* entries under the homestead laws may be perfected regardless of the mineral character of the land, in accordance with rules and regulations governing the same.

Any contest pending before you, where the *only* allegation is the mineral character of the land, must be dismissed.

The law requires the offering to embrace all lands heretofore reported as containing coal or iron, which remain undisposed of by entry or sale.

Entries, whether by cash or location, already allowed and reported to this office, will be examined and disposed of upon their merits without reference to the question of mineral.

Very respectfully,

N. C. McFARLAND,
Commissioner.

DEPARTMENT OF THE INTERIOR,
April 9, 1883.

Approved.

H. M. TELLER,
Secretary.

To DISTRICT LAND OFFICERS,
Montgomery and Huntsville, Ala.

AN ACT to exclude the public lands in Alabama from the operation of the laws relating to mineral lands.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That within the State of Alabama all public lands, whether mineral or otherwise, shall be subject to disposal only as agricultural lands: *Provided, however*, That all lands which have heretofore been reported to the General Land Office as containing coal and iron shall first be offered at public sale: *And provided, further*, That any *bona fide* entry under the provisions of the homestead law of lands within said State heretofore made may be patented without reference to an act approved May tenth, eighteen hundred and seventy-two, entitled "An act to promote the development of the mining resources of the United States," in cases where the persons making application for such patents have in all other respects complied with the homestead law relating thereto.

Approved, March 3, 1883.

N.

DEPARTMENT OF THE INTERIOR,
GENERAL LAND OFFICE,
Washington, D. C., June 8, 1883.

GENTLEMEN: The following additional regulations are promulgated as amendatory of circular of October 31, 1881, entitled "United States mining laws and regulations thereunder," which, except as herein modified, will remain in full force:

1. No application will be received, or entry allowed, which embraces more than one lode location.

2. A party who is not an applicant for patent under section 2325, Revised Statutes, or the assignee of such applicant, is not entitled to make entry under said section, and in no case will the name of such party be inserted in the certificate of entry. This regulation has no reference to proceedings under section 2326.

3. Any party applying to make entry as *trustee* must disclose fully the nature of the trust and the name of the *cestui que trust*; and such trustee, as well as the beneficiaries, must furnish satisfactory proof of citizenship; and the names of beneficiaries, as well as that of the trustee, must be inserted in the final certificate of entry.

4. Where an adverse claim has been filed and suit thereon commenced within the statutory period, and final judgment determining the right of possession rendered in favor of the applicant, it will not be sufficient for him to file with the register a certificate of the clerk of the court, setting forth the facts as to such judgment, but he must, before he is allowed to make entry, file a certified copy of the judgment, together with the other evidence required by section 2326, Revised Statutes.

5. Where such suit has been dismissed, a certificate of the clerk of the court to that effect, or a certified copy of the order of dismissal, will be sufficient.

6. In no case will a relinquishment of the ground in controversy, or other proof, filed with the register or receiver, be accepted in lieu of the evidence required in paragraphs 4 and 5.

7. Where an adverse claim has been filed, but no suit commenced against the applicant for patent within the statutory period, a certificate to that effect by the clerk of the state court having jurisdiction in the case, and also by the clerk of the circuit court of the United States for the district in which the claim is situated, will be required.

8. Possessory title to a lode claim held and worked for a period equal to the time prescribed by the statute of limitations for mining claims of the State or Territory where the same may be situated, may, in the absence of any adverse claim, be established in the same manner as now allowed in placer claims, and indicated generally in paragraphs 67, 68, and 69 of the circular hereby amended.

9. No entry will be allowed until the register has satisfied himself, by a careful examination, that proper proofs have been filed upon all the points indicated in official regulations in force, and that they show a sufficient *bona fide* compliance with the laws and such regulations. A strict observance of this regulation will be required.

L. HARRISON,
Acting Commissioner.

TO REGISTERS AND RECEIVERS, and SURVEYORS GENERAL.

JULY 6, 1883.

Approved.

H. M. TELLER,
Secretary.

The coal circular of July 31, 1882, is contained in the annual report of 1882.

P.-SPECIAL SERVICE DIVISION.

Since the presentation of my last annual report there has been placed under the direction of what was then known as the Timber Depredations Division, having charge of the special agents appointed to aid in protecting the timber upon the public domain, the supervision of all the special agents appointed to examine and report upon all cases of fraudulent entry of public lands, to examine mineral surveys, and to perform various other duties under the direction of this Bureau. The division is now styled the Special Service Division.

The work performed therein during the past fiscal year is summarized as follows:

Letters received and registered	5, 930
Letters written	3, 119
Pages of record	2, 637

PROTECTION OF PUBLIC TIMBER.

For this branch of the service there have been continuously employed during the greater part of the year twenty-five special agents. Towards the close of the year thirteen additional agents were employed.

The following statements present in brief the results accomplished by these special agents during the fiscal year, the number of cases investigated and reported, the value involved in the same, the amount received and amount still due on account of accepted propositions of settlement, the amount involved in civil suits, and the amount and kind of material involved, and the stumpage and market value of the same:

Statement showing number of timber trespass cases reported during the fiscal year and action taken.

Cases reported	987
Criminal prosecutions instituted	331
Civil suits instituted	208
Propositions of settlement acted upon	154
Cases awaiting further investigation and action	294
Total	987

Statement showing action taken on propositions of settlement.

Propositions of settlement received	174
Propositions of settlement accepted	85
Propositions of settlement rejected	69
Propositions of settlement awaiting action	20
Total	174

204 REPORT OF THE SECRETARY OF THE INTERIOR.

Statement showing number of cases in which legal proceedings have been instituted, and number of cases disposed of, so far as reported to this office.

Civil suits disposed of.....	36	
Civil suits pending.....	172	208
	<hr/>	
Criminal suits disposed of.....	43	
Criminal suits pending.....	288	331
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Total number of cases in which legal proceedings have been instituted.. 539

Statement showing amount and kind of timber, lumber, and other material involved in cases reported to this office during the fiscal year, also showing the estimated stumpage and market value of the same.

Feet of timber.....	301,140,487
Number of railroad ties.....	2,485,956
Number of trees.....	55,583
Number of logs.....	1,281,648
Number of poles.....	41,640
Number of sticks of square timber.....	2,244
Number of cords of bark.....	2,178
Number of posts.....	135,256
Number of shingles.....	900,000
Number of cords of wood.....	91,669
Number of pickets.....	33,800
Number of acres of land trespassed upon in which amount of timber is not stated.....	62,013
Estimated market value of timber above stated.....	\$8,144,658
Estimated stumpage value of same.....	1,709,824

Statement showing amount involved in cases acted upon, and amount accruing to the Government thereby.

Amount reported paid into court on account of civil suits disposed of.....	\$11,629 52
Amount involved in civil suits pending, or which have been disposed of, and not reported to this office.....	208,929 28

Total amount involved in civil suits instituted..... \$220,558 80

Amount of fines reported paid in criminal suits disposed of.....	6,625 61
Amount paid to receivers of public moneys in settlement of accepted propositions	\$12,754 73
Amount due on propositions of settlement accepted.....	12,736 27

Total amount involved in propositions of settlements accepted.... 25,491 00

Amount reported received by receivers of public moneys for timber disposed of.....	2,250 73
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Total amount paid in and involved in suits..... 254,926 14

Amount of appropriation	75,000 00
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Balance in favor of the Government..... 179,926 14

In considering the above statement due allowance must be made for civil suits pending, in many of which there may be a failure to secure verdicts for the full amount of damages claimed, although in every case where civil suit has been instituted the parties are reported to be financially responsible.

It should also be taken into consideration that reports have been made in 294 cases, which, from lack of sufficient clerical help, are yet unacted upon. The amount involved in these cases would materially increase the figures already given. A considerable portion of the time of special timber agents during the fiscal year has been taken up in investigating cases of alleged fraudulent entries and of illegal fencing of public lands in localities where there was no other agent for that purpose.

Fewer propositions of settlement were accepted during the last fiscal year than during the year previous. This was owing to the abandonment of the policy of establishing a uniform rate of stumpage. Such policy was found to operate in the interest of flagrant violators of the law, and afforded them opportunity to escape on the same terms as innocent or unintentional trespassers.

Therefore the existing policy is not to accept or entertain any proposition of settlement unless there are mitigating circumstances in the case making it neither just nor proper to institute legal proceedings. In each case the measure of damages to be paid is determined by the circumstances of trespass. The various instructions to special timber agents have been compiled in pamphlet form, giving explicit directions in any case of trespass that may arise, the laws relating to public timber, all circular instructions, rules and regulations in force under those laws, and forms of reports, affidavits, &c., for their official use.

Several reports have been received at this office relative to large bodies of public timber destroyed by cyclones, and large bodies of burned standing timber. Negotiations are now in progress relative to disposal of the same in order that it may be utilized and saved from waste.

Public notices relative to forest fires have been prepared to be posted by the special timber agents in conspicuous places, which, in connection with the instructions to the agents relative to their duties in case of such fires, has had a most beneficial effect, and has been the means of saving millions of feet of public timber.

Information has been received of ten extensive forest fires since the notices referred to were issued, in seven of which the special timber agents have performed valuable services in checking and extinguishing the same, although they have been greatly retarded in such work on account of the necessary limit placed upon their expenditures. This feature of the service needs special attention, and it is hoped that the next appropriation for protecting the public timber will be sufficient to enable this office to give it the consideration it is entitled to, and to authorize the employment of persons under the direction of special timber agents to watch, and take prompt measures at the first outbreak of a fire to check its progress, which otherwise would gain uncontrollable headway and destroy more valuable timber in one day than is felled in a year.

While much has been effected towards suppressing depredations upon the public timber near the centers of population, and in preventing wanton waste and destruction in such felling and removing of timber as is sanctioned by law for the construction of railroads, and for mining and domestic purposes, the fund has been expended with so much necessary caution in order to maintain the force in the field and provide for possible contingencies and emergencies, that it has been wholly inadequate for the more expensive requirements of the service at remote points.

It has been found necessary to check the depredations upon timber lands of the United States in Minnesota, near the northern international boundary line, committed by parties from the sparsely timbered sections of the Dominion of Canada. Special agents cannot be sent to these far-distant points without proper camping outfit, and the necessary assistance for survey and measuring; all of which requires greater expense than could be incurred continuously with the amount appropriated for the timber service.

Much greater vigilance is needed than has been possible with the

force of special agents employed to prevent the cutting of timber on the public lands in New Mexico and Arizona, to be exported to Mexico and there used in building the railways of that country.

The continuous burning for a number of years of extensive coal fields at different points in the Black Hills district of Dakota having been reported to this office, the special timber agent on duty in that territory was detailed to examine and carefully report upon the matter, which resulted in a thorough investigation of two of the numerous fires now in progress; one, the burning of a vein of coal 21 feet thick, situated in the region of Belle Fourche River, 91 miles northwest of Deadwood; and the other, a vein of coal 24 feet thick in the vicinity of Donkey Creek.

In these two fields the fire has been raging for the known periods of three and five years, respectively, and has originated from some unknown cause where the coal has been exposed by the washing away of the earth. At times the earth over the fire slides down and covers the face of the fire, causing it to smoulder. Pent up gases are thus generated and explode. This, with the settling of the earth from above, forms openings acting in effect like chimneys, and causing the coal below to burn as in a furnace.

The coal croppings show that these fields abound in lignite coal extending many miles. The surface ground is valuable for grazing purposes and grain raising, as well as for coal mining. The fields are of great value to the Government, and surrounding country; the value of the same may be compared to equal areas of coal lands in Pennsylvania. In close proximity to these lands are mountains of iron ore of a superior grade destined to furnish a great manufacturing industry for the West.

The agent is of the opinion that excavations around the coal fields, forming a cut-off, would serve to extinguish the fires, and presents an estimate of the probable expense in the two cases examined, recommending that the work be let to the lowest responsible bidder. It has also been suggested that the War Department detail an officer from Fort Meade to make a careful and accurate examination of the matter, aided by competent assistants. Prompt and vigorous measures should be taken to arrest the destruction of these coal fields. This can be accomplished only by a legislative appropriation of funds sufficient for the purpose.

INVESTIGATION OF FRAUDULENT LAND ENTRIES.

The work of investigating illegal and fraudulent entry and appropriation of the public lands was assigned to this division April 1, 1883. Since that date all matters in relation to public land investigations have been conducted under its supervision, except such as relate to swamp lands and the examination of frauds in the public surveys.

Notwithstanding the fact that much time has been employed in organizing the division and in the preparation of instructions to special agents, a large amount of work in the field has been performed in the brief period between the organization of the service and the close of the fiscal year.

Thirty special agents are now in the field investigating fraudulent land entries. Three of them (appointed prior to March last) in connection with clerks detailed for such service, constituted the entire force theretofore engaged in this class of work; the others have been appointed from time to time under the act approved March 3, 1883.

The entries which have been the subject of investigation were made

under the pre-emption, homestead, timber culture, timber land, desert land and mineral acts, and the donation act of June 22, 1854, applicable to the Territory of New Mexico.

Pre-emption filings are largely made for timber lands as a cover for timber trespass, the filing being set up as a claim to hold the land until the timber can be removed.

FRAUDULENT PRE-EMPTION FILINGS.

A common abuse under the pre-emption act is the filing of a declaratory statement (section 2264, Revised Statutes) for speculative purposes, the party making the same having no intention to comply with the law and make entry, but filing it solely to make a claim to the land appear of record, which claim is then held for sale to the first *bona fide* entryman who will purchase a relinquishment of the filing rather than run the risk of making an entry subject thereto, and incur delay and expense involved in obtaining its cancellation.

Much desirable land being covered by such filings, parties desiring to enter the same as settlers in good faith, feel obliged under the circumstances to make such purchase in order to exercise the privilege of entry; they feel forced to incur extra expense. That the latter, in many instances, are ignorant of the law and their rights in the premises, inures to the benefit of the speculators. In many instances more is paid for a relinquishment of a filing than the Government price for the land, although the claim purchased may be founded on fraud and perjury. It has been the effort of this division to search out such fraudulent filings, to the end that the records of the office may be cleared of the same, and that honest and *bona fide* settlers may secure for themselves the homes that the law designed they should obtain.

FRAUDULENT PRE-EMPTION ENTRIES.

Large numbers of fraudulent pre-emption entries have been and are being made by parties either for their own benefit or the benefit of others who furnish the money to them for that purpose. The reports of agents show that gangs of men, ranging from ten to fifty, are often employed to make as many entries; that these men are hired at so much a head for that purpose; and that they do not hesitate to perjure themselves in supplying proofs for each other showing that the law has been complied with in every particular. Such violations of law occur in many localities.

FRAUDULENT HOMESTEAD ENTRIES.

Frauds under homestead laws are largely perpetrated in connection with entries in which the parties allege settlement prior to the date of entry, and at the time or soon after give notice of their intention to make final proof; thus being enabled to secure title earlier than in ordinary homestead entries, and in some instances before the discovery of the fraud. In many cases investigated, it is shown conclusively that no improvement has ever been made, the premises showing no evidence of residence or cultivation.

Section 2301 of the Revised Statutes (providing for the commutation of homestead entries) has been made the medium through which title has been secured to large bodies of the public lands without compliance with the requirements of law, the parties seeming to think that if the price of the land is obtained by the Government that is sufficient, and

all that ought to be required, and that it is immaterial whether the conditions of the law have been observed or not. In this way moneyed corporations and wealthy speculators acquire title to vast bodies of the public domain, the "settler" being simply an employé, paid so much a month to hold the claim until such time as the homestead entry can be commuted, which being done the land is deeded to the party employing and paying therefor. In many instances it has been ascertained that the deed of conveyance was executed in advance of the completion of the entry.

Special agents have been instructed to carefully examine into all entries under the two classes above named, and to report the result of their investigations to this office in order that fraudulent or speculative entries may be suspended or canceled, as the facts presented may seem to warrant.

FRAUDULENT MINERAL ENTRIES.

The fact has been developed that in many instances lands occupied for town-site purposes or adjacent to a town, or valuable for the timber thereon, and containing no mineral of any character whatever in paying quantities, are located and entered as placer mineral claim; also that in some cases lands valuable only for agricultural purposes are entered under said law.

Where there is reason to suspect that the mining act is thus being made use of for fraudulent purposes, examinations and investigations have been ordered.

FRAUDULENT TIMBER-CULTURE ENTRIES.

Many entries under the timber-culture act are found to have been made solely for the purpose of speculation in the sale of the relinquishments of such entries, and with no purpose to comply with the requirements of the law. Parties have been able in this way to prevent *bona fide* entry of the lands for a term of years, their fraudulent entries being a bar to a valid entry until the record is cleared. Contests for failure to comply with the law as to breaking and planting cannot be entertained until after the expiration of one year from the date of entry; hence, the only course left by which the public lands can be protected against this class of speculative entries is for a special agent to thoroughly investigate suspected cases, with a view to the cancellation of entries where fraud is shown.

FRAUDULENT TIMBER-LAND ENTRIES.

Evidence is cumulative that the act approved June 3, 1878, providing for the sale of timber lands in the States of California, Oregon, and Nevada, and Washington Territory, is made use of by corporations and wealthy individual operators, to secure fraudulently for the purpose of manufacturing into lumber or to hold for speculation the accessible forests yet remaining in the States and Territory named. It is not desirable that these lands should pass into the hands of speculators (whose main object is to denude them of timber), and thus to be lost to those who would enter and make use of them in a legitimate manner in connection with their farms and improvements.

The fraudulent removal, under cover of this act, of the timber upon mineral lands, where the same is required for a proper development of

the mines, can but have a very depressing effect upon the mining industry, and may result in permanent injury to it.

Still another view of the bad results from this species of speculative entries is that the wholesale destruction of forests resulting therefrom must, as experience has taught, tend to induce in particular sections of country sudden and great floods in streams that have their rise along the watersheds denuded of their timber, destroying or endangering life and property; while in other localities the destruction of the forests have the effect of decreasing the rainfall to such an extent as to render extensive sections of country almost worthless for agricultural purposes.

Another class of speculative and absolutely fraudulent entries made under this act are those made of lands which are valuable for agriculture and not properly subject to entry under said act.

In consequence of evidence already furnished, large numbers of entries under this act have been suspended, and are now being individually investigated.

FRAUDULENT DESERT-LAND ENTRIES.

There has been great abuse in entries under the act of March 3, 1877, to provide for the sale of desert lands in certain States and Territories. Many of the entries are for lands which are not "desert" within the meaning of the law, and which have been shown upon examination to be susceptible of cultivation without the necessity of irrigation. Again, lands which cannot possibly be reclaimed, but which are valuable for timber, are frequently embraced in such entries.

Entries are also made for the benefit of others than the entrymen in evasion of the restriction of the quantity which any one person is permitted to enter under the act.

FRAUDULENT DONATION ENTRIES.

Large numbers of illegal and fraudulent locations have been made in the Territory of New Mexico, under the donation act of July 22, 1854. Section 2 of said act is as follows, viz :

That to every white male citizen of the United States, or every white male above the age of twenty-one years who has declared his intention to become a citizen, and who was residing in said Territory prior to the first day of January, 1853, and who may be still residing there, there shall be, and hereby is, donated one quarter section, or one hundred and sixty acres of land, and to every white male citizen of the United States or every white male above the age of twenty-one years who has declared his intention to become a citizen, and who shall have removed or shall remove to and settle in said Territory between the first day of January, 1853, and the first day of January, 1858, there shall in like manner be donated one quarter-section, or one-hundred and sixty acres, on condition of actual settlement and cultivation for not less than four years. *Provided, however,* That each of said donations shall include the actual settlement and improvement of the donee, and shall be selected by legal subdivisions, within three months after the survey of the land where the settlement was made before the survey; and where the settlement was made after the survey, then within three months after the settlement has been made; and all persons failing to designate the boundaries of their claims within that time shall forfeit all right to the same.

Under the decision of the Department, dated November 29, 1882, in the case of Juan Rafael Garcia, the honorable Secretary held as follows :

I think it was the intent of Congress, in the passage of the New Mexico donation act, that all selections should be made under the act, and settlement and cultivation be commenced by the 1st day of January, 1858, that being the limit of the time within which the necessary residence could be acquired.

In many cases it is found that the donee has in no manner complied with the provisions of the law as to settlement and cultivation. In

such cases, fraudulent proof is presented to show settlement on the land prior to January 1, 1858; all such cases deserve, and are receiving the attention of this division.

ILLEGAL FENCING OF THE PUBLIC LANDS.

Almost daily complaint is made of the illegal fencing of public lands by large cattle companies and wealthy individual cattle raisers. These fences are usually constructed of barbed wire and frequently inclose within their limits thousands of acres of public land. The actual ownership of land by the party or parties erecting the fences within these vast pastures being confined to a few tracts which embrace springs or water holes, entered under the pre-emption or homestead laws, title to these few tracts having frequently been obtained by doubtful or fraudulent means.

As an evidence of the extent of this abuse, I quote from the report of a special agent who examined several of these pastures, of one of which he says:

The next fence in regular line of my travel, was what is known as the Brighton Ranch, and I went through a gate into this inclosure, and traveled for two hours and three-quarters over a direct road before reaching the other side of the inclosure, my horses going at a steady trot all the time. I think there is no doubt but that I traveled at least 12 or 14 miles within this huge pasture, and some of the land passed over was very fine farming land. In fact, I believe, from the information I gathered, that there are thousands of acres of good farming lands inside of this fence that settlers would be glad to take, were it not for the fence and the fear of injury if it were molested. I was informed by parties that I believe were reliable, that the fenced land of this company embraces from 75,000 to 100,000 acres, and that they are still fencing.

Special agents have been instructed to make a careful examination of all such illegal appropriations of the public land, and to report the description of the lands inclosed, with a view to such proceedings as may be necessary to secure the removal of the fences, and the opening to the use of the public at large, of all public lands within such illegal inclosures.

This system of pasture fencing is not confined to any particular locality, but is wide-spread throughout those portions of Kansas, Colorado, California, Dakota, Nebraska, Nevada, Montana, Wyoming, New Mexico, and Arizona, which are adapted and devoted to stock raising.

Complaints and reports of illegal fencing of public lands aggregating more than 1,250,000 acres have been filed in this division.

As the law stands the only disposal that can be made of these cases is to report them to the Secretary of the Interior for such action as he may deem proper through the Department of Justice.

The following is a summary of the work of the "Special Service Division" relating to fraudulent entries:

<i>Fraudulent cases reported and being investigated.</i>	
Homestead entries	394
Pre-emption entries and filings	454
Timber-culture entries	254
Timber-land entries	5
Desert-land entries	6
Mineral-land entries (placer)	44
Total cases reported.....	1,257
Reports from agents.....	702
Fraudulent entries and filings canceled	206
Suits recommended to vacate patents	26
Number of letters received	1,536
Number of letters written	757

ANNUAL REPORTS

OF

UNITED STATES SURVEYORS GENERAL

FOR THE

FISCAL YEAR ENDING JUNE 30, 1883.

A.—REPORT OF THE SURVEYOR GENERAL OF ARIZONA.

UNITED STATES SURVEYOR GENERAL'S OFFICE,
Tucson, Ariz., July 23, 1883.

SIR: In compliance with instructions contained in your circular letter of April 19, 1883, I have the honor to submit herewith my annual report of surveying operations and other work connected with this office for the fiscal year ending June 30, 1883. Accompanying the report is a tabular statement showing the contracts under the appropriation and contracts chargeable to special deposits for the fiscal year.

PUBLIC-LAND SURVEYS.

It was my endeavor to so distribute the regular apportionment of \$10,000 as to best comply with the large demands for the surveys of public lands coming from different parts of the Territory. All that has been said by my predecessor in office in complaint of the meager allowance made for surveys in Arizona is certainly just. In proportion to its area, I feel sure that no surveying district in the United States has been so poorly supplied with funds for the survey of its public lands as has Arizona; but while the benefits, both to the Government and to the people, in a prompt survey of such lands as are demanded for settlement, are so great and so manifest, it seems, in the light of past experience, discouraging to urge here upon Congress the fulfillment of this important public duty. An illustration of the direct benefit to the Government and to the would-be settlers, which follows the survey of lands in this district wherever judiciously made, may be found in the results attending the surveys made under the regular apportionment last year. Nine townships of unsurveyed land were selected in the valley of the Gila River, upon which one-half of my regular apportionment was expended, and, within the five months since the work was completed, an irrigating canal thirteen miles long has been built and entries have been made by settlers upon over fifteen thousand acres of land. Equal results, I am sure, would follow the expenditure of \$100,000 in public surveys in Arizona during the present fiscal year. ●

THE SPECIAL APPROPRIATION OF TEN THOUSAND DOLLARS.

It having become apparent that a great necessity existed for the immediate extension of the principal lines of survey in Arizona, contracts have been entered into under this fund, furnished by the honorable Commissioner, to run the connecting portions of the principal (Gila and Salt River) meridian, the auxiliary guides east and west and the standard parallels north and south, and the work is now being diligently prosecuted. The extension and connection of these important lines will materially facilitate surveying in this Territory, and enable the deputies to proceed with their work intelligently and correctly.

SPECIAL DEPOSITS.

The annexed exhibit shows that contracts to the amount of \$132,930.65 were let, chargeable to special deposits under sections 2401, 2402, and 2403 of the Revised Statutes. Of this amount contracts for \$99,504.65 were let by my predecessor in office before I took possession of the same on the 1st of August, 1882; since August the remaining \$33,426.00 of contracts were let.

During the present fiscal year and since the change in the law making certificates of deposit good only in the land district in which the surveys were made went into effect, the amount of such special deposits made for surveys of public lands has been only \$426. The public lands surveyed under these special deposits, aggregating over \$132,000, lie along the land grant of the Atlantic and Pacific Railroad. Advantages following the expenditure of this last amount of money in these surveys are already manifest although not yet completed. Sales of lands by the Atlantic and Pacific Company have already been made for several town sites, and all the preliminary negotiations have been completed for the sale of some twenty townships for ranch purposes and probably 100,000 acres in smaller tracts applied for. The prospects for a healthy emigration along the line of this road and these surveys seem to be excellent.

Towns have been laid out and are prospering at Holbrook, Williams, Ash Fork, Peach Springs, and Kingman, and ranchmen, both those residing in Arizona and from abroad, are making inquiries and prospecting for the selection and stocking of grazing lands in that section.

During the fiscal year this road has been extended from the Cañon Diablo to the Colorado River, a distance of 263 miles. The road is now open for business, although slightly interfered with by high water at the temporary bridge across the Colorado River, but ore and bullion are being shipped from Hackberry and the camps surrounding Mineral Park, and the road is also furnishing all the timber for the Mexican Central Railroad from the splendid belt of timber land surrounding their mills near Flagstaff and Williams.

Besides the office work done on the contracts let under the regular apportionment since February 10, 1883, when the field notes of the first contract under these special deposits reached this office, contracts aggregating \$65,837.63 have been completed. The total amount of deposits for office work on public-land surveys for the fiscal year was \$11,530.

OFFICE STATISTICS.

The aggregate number of miles surveyed during the fiscal year under all appropriations was 8,825 miles, 31 chains, and 86 links. The total number of townships surveyed was 122. Number of town sites surveyed, 1; number of plats made during the fiscal year, 393. In the mineral division the total number of mining claims surveyed and approved was 117, and the aggregate number of plats made was 463. Surveys of mill sites made and approved, 8. Total amount of deposits for office work was \$4,770.

SPANISH LAND GRANTS.

This branch of the business of my office necessarily progresses slowly on account of the difficulty of obtaining such evidence as is necessary in determining the merits of the claims presented. This difficulty results from various causes:

First. Within my immediate reach there are no original records in which historic data may be found, or standards for the comparison of handwriting.

Second. The dates of the grants are so far back that it is very difficult to find witnesses who can testify in relation thereto; and,

Third. The description of boundaries given in the original title papers are often so vague that it is almost impossible to fix the location of the tract granted, even when the original title papers are found to be genuine. Several important cases which were before the office on my taking charge are still pending for the reason that the claimants have failed as yet to furnish the necessary evidence, and some very important new claims, among them being the grant to Miguel de Peralta of 300 square leagues, or 1,350,000 acres, have been lately presented which will require much labor and considerable time in the procurement of evidence and in the investigation thereof.

Of the grants made by the treasury department of Sonora between 1822 and 1854, the original records are to be found in the capitol at Sonora, and in relation to this class of grants there is but little difficulty in obtaining the required archive evidence; but in relation to grants made before 1822 by the Spanish Government there are several places where the ancient records may be found, and which places it may be necessary to visit in order to compare copies with originals and to obtain other proofs necessary in determining the validity of such claims.

Apart from the grants made by the General Governments of Spain and Mexico, many small grants were made by the commandants of presidios under the decree of 1791. Of these no records were kept, save in the local archives of the presidios. The presidios of Tucson and Tubac were located in the present Territory of Arizona, and that of Santa Cruz near the boundary thereof. Under the Spanish Government grants were made by the commandantes of these presidios, some of which have been presented for examination and more doubtless will be presented; but since, with the abandonment of these ancient presidios, the records perished, there is no archive evidence of these presidial grants in existence, and their investigation therefore is attended with much difficulty.

J. W. ROBBINS,
United States Surveyor General.

Hon. N. C. MCFARLAND,
Commissioner of the General Land Office, Washington, D. C.

Contracts chargeable to deposits.

No.	Deputy.	Date.	Amount.
16	A. P. Johnson	July 17, 1882	\$8,400 00
17	W. R. Fitzgerald	July 17, 1882	9,000 00
18	O. D. Wheeler	July 17, 1882	9,000 00
19	Henry A. Coe	July 20, 1882	7,800 00
20	W. R. Fitzgerald	July 22, 1882	9,000 00
21	Henry Meyrick, jr.	July 24, 1882	9,000 00
22	Milton Santee	July 25, 1882	1,800 00
23	Henry A. Coe	July 25, 1882	9,000 00
24	W. R. Fitzgerald	July 27, 1882	6,600 00
25	Henry Meyrick, jr.	July 28, 1882	9,000 00
26	Frank Follman	July 29, 1882	9,000 00
27	do	July 31, 1882	9,000 00
28	A. E. Shoemaker	Aug. 5, 1882	8,400 00
29	O. D. Wheeler	Aug. 5, 1882	9,600 00
30	A. P. Johnson	Aug. 5, 1882	9,600 00
31	M. N. Grant	Aug. 7, 1882	5,400 00
32	C. B. Foster	Sept. 8, 1882	14 00
36	G. J. Roskrugs	Apr. 13, 1883	412 00

Surveys made under the general appropriation for the fiscal year ending June 30, 1883.

Amount apportioned to Arizona..... \$10,000

List of contracts under same.

No.	Deputy.	Date.	Amount paid.
33	Ridgley C. Powers	Oct. 24, 1882	\$5,217 18
34	do	Jan. 2, 1883	1,240 73
35	do	Feb. 27, 1883	3,420 33
Total			9,878 24
Balance			121 76

Contracts for surveys under additional appropriation of \$10,000, made May 12, 1883.

No.	Deputy.	Date.	Amount.
37	J. B. McLaughlin	May 16, 1883	\$3,000 00
39	do	June 18, 1883	7,000 00

B.—REPORT OF THE SURVEYOR GENERAL OF CALIFORNIA.

UNITED STATES SURVEYOR GENERAL'S OFFICE,
San Francisco, Cal., July 7, 1883.

SIR: I have the honor to submit in duplicate the annual report of this office for the fiscal year ending June 30, 1883. I also submit in duplicate tabular statements as follows:

A.—Statement of contracts entered into with deputy surveyors for the survey of public lands during the fiscal year, payable from the appropriation for the year.

B.—Statement of contracts entered into with deputy surveyors for the survey of public lands during the year, payable from special deposits, in conformity with the statutes.

C.—Statement of special deposits made by Central Pacific Railroad Company and its branches during the year.

An aggregation of work performed in field and office during the year shows the following, viz:

	Miles.	Chains.	Links.
1. Number of miles surveyed	13,738	12	51
2. Number of townships surveyed.....			240
3. Number of mines surveyed.....			167
4. Number of plats sent to Department			285
5. Total number of plats made during year			2,184
6. Number of transcripts of field notes sent to Department			337
7. Number of transcripts of field notes of surveys of private land claims trans- mitted to Department			350
8. Number of transcripts of field notes sent to local land offices during the year			589
9. Number of letters received.....			4,360
10. Number of letters written			4,540
11. Amount of special deposits for township surveys:			
Office work		\$25,165	57
Survey		236,356	74
12. Amount of special deposits for mining surveys:			
Office work and stationery		6,850	80

Very respectfully, your obedient servant,

W. H. BROWN,
United States Surveyor General for California.

Hon. N. C. McFARLAND,
Commissioner of the General Land Office, Washington, D. C.

A.—Statement of contracts entered into by the United States surveyor general for California with deputy surveyors, for the survey of public lands, during the fiscal year ending June 30, 1883, and payable out of the public appropriation for that year.

Name of deputy.	Date of contract.	Location of field work.	Meridian.	Amount of contract.	Returned amount.
J. M. Anderson	1882. Sept. 13	No. 281.—Complete survey of T. 6 S., R. 23, 24, and 25 E.; T. 7 S., R. 23 and 24 E. of Mount Diablo meridian.	Mount Diablo...	\$5,000 00	\$5,001 09
A. F. Herrmann.....	Oct. 7	No. 283.—Complete survey of T. 9 S., R. 1 and 2 E.; T. 10 S., R. 1 and 2 E. of Mount Diablo meridian.	....do	1,000 00	.....
John C. Dunlap	Nov. 20	No. 288.—Complete survey of T. 2 S., R. 2 W. of San Bernardino meridian.	San Bernardino.	76 00	90 06
Edward A. Von Schmidt	Dec. 22	No. 292.—Complete survey of T. 9 N., R. 33 W. of San Bernardino meridian.	....do	48 00	.....
William Minto.....	Nov. 21	No. 289.—Complete survey of T. 22 N., R. 13 E. of Mount Diablo meridian.	Mount Diablo...	*150 00	.....
Charles W. Sawyer	1883. Jan. 3	No. 294.—Complete survey of T. 5 S., R. 26, 27, 28, 29, 30 E.; T. 6 S., R. 26, 27, 28, 29, 30 E.; T. 7 S., R. 26, 27, 28, 29, 30 E.; T. 8 S., R. 26, 27, 28, 29, 30 E.; all of Mount Diablo meridian.	....do	5,000 00	.....
P. M. Norboo.....	Jan. 30	No. 297.—Complete survey of T. 15 S., R. 27 and 28 E.; T. 16 and 17 S., R. 28 E. of Mount Diablo meridian.	....do	3,250 00	.....
A. B. Beauvais	Feb. 20	No. 303.—Complete survey of T. 3 N., R. 9 E. of Mount Diablo meridian.	....do	70 00	.....
J. M. Anderson	Apr. 17	No. 307.—Complete survey of T. 3 S., R. 21 and 22 E.; T. 4 S., R. 21 and 22 E. of Mount Diablo meridian.	....do	4,416 00	.....
John D. Hall.....	June 6	No. 309.—Complete survey of T. 9 S., R. 27 and 28 E.; T. 10 S., R. 27 and 28 E.; T. 11 S., R. 26, 27, and 28 E.; T. 12 S., R. 26, 27, and 28 E.; all of Mount Diablo meridian.	....do	5,000 00	.....

* \$400 paid from special deposits.

B.—Statement of contracts entered into by the United States surveyor general for California with deputy surveyors for the survey of public lands during the fiscal year ending June 30, 1883, and payable out of special deposits.

Name of deputy.	Date of contract.	Location of field work.	Meridian.	Amount of contract.	Returned amount.
A. Leon Cervantes.....	1882. July 8	No. 267.—Complete survey of T. 12 N., R. 9 W.	Mount Diablo...	\$325 00	\$796 45
Charles Herrmann.....	July 11	No. 268.—Complete survey of T. 17 S., R. 6 and 7 E.; T. 18 S., R. 5 E.; T. 21 and 22 S., R. 17 E.; T. 22 and 23 S., R. 18 E.	... do	3,075 00	4,445 39
Charles Holcomb	July 13	No. 269.—Complete survey of T. 38 and 39 N., R. 10 W.; T. 32, 33, 34, 35, 36, 37, 38, 39, and 40 N., R. 11 W.; T. 38 and 40 N., R. 12 W.	... do	8,500 00	13,285 36
Do.....	July 26	(No. 271.—Complete survey of T. 8 N., R. 5, 6, and 7 E.; T. 9 N., R. 5, 6, and 7 E.; T. 15 N., R. 2, 3, 4, and 5 E.; T. 16 N., R. 4 and 5 E.; T. 17 N., R. 3, 5, and 8 E.; T. 18 N., R. 4, 7, and 8 E.; T. 19 N., R. 1, 2, 3, 4, 5, 6, 7, and 8 E. T. 48 N., R. 12 W.	Humboldt	12,966 00	.....
G. W. Baker	July 26	No. 272.—Complete the survey of T. 19 and 20 N., R. 12 E.; T. 18 and 19 N., R. 13 E.; T. 16, 17, and 18 N., R. 14 E.; T. 16 and 17 N., R. 15 E.; T. 16 N., R. 16 E.; T. 15 N., R. 17 E.; T. 14 N., R. 18 E.; T. 12 and 13 N., R. 19 E.; T. 12 N., R. 20 E.	Mount Diablo. San Bernardino.	5,600 00	.....
W. H. Norway.....	July 27	No. 273.—Complete survey of T. 17, 18, and 19 S., R. 29 E.; T. 17, 18, 19, 21, and 23 S., R. 30 E.; T. 23 and 24 S., R. 31 E.	Mount Diablo...	5,770 00	... ..
A. T. Herrmann	July 31	No. 274.—Complete survey of T. 16 S., R. 4 E.	....do	250 00	449 79
G. W. Baker	July 31	No. 275.—Complete survey of T. 1 and 2 S., R. 33 E.; T. 2 S., R. 34 E.; T. 3 S., R. 35 and 36 E.; T. 14, 15, and 16 S., R. 46 E.; T. 17, 18, 19, and 20 S., R. 47 E.; T. 6 S., R. 39 E.; T. 4 S., R. 36 and 37 E.	....do	3,825 00	.....
D. M. Hill.....	July 31	(No. 276.—Complete survey of T. 4 N., R. 7 and 8 E.; T. 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, and 16 N., R. 8 E. T. 34, 39, 41, 42, 43, 44, 45, 46, and 47 N., R. 12 W.	Humboldt	9,650 00	12,062 37
H. E. Buckley.....	July 31	No. 277.—Complete survey of T. 14, 15, 16, 17, and 18 N., R. 6 E.; T. 14, 15, 16, and 17 N., R. 7 E.	Mount Diablo. Humboldt		
S. W. Foreman.....	Aug. 3	No. 278.—Complete survey of T. 7 N., R. 1 W.	....do	83 00	103 24
W. H. Norway	Aug. 3	No. 279.—Complete survey of T. 37 N., R. 4 E.; T. 12 and 18 N., R. 15 W.; T. 27 S., R. 33 E.; T. 31 S., R. 18 E.; T. 22 S., R. 34 E.; T. 26 S., R. 32 and 33 E.; T. 28 S., R. 34, 35, and 36 E.	Mount Diablo ..	6,400 00	3,780 02
A. T. Herrmann	Sept. 27	No. 282.—Complete survey of T. 14 S., R. 5 and 6 E.	....do	718 00	.....

B.—Statement of contracts entered into by the United States surveyor general for California with deputy surveyors, &c.—Continued.

Name of deputy.	Date of contract.	Location of field work.	Meridian.	Amount of contract.	Returned amount.
H. E. Buckley	1882. Aug. 3	No. 280.—Complete the survey of T. 40 N., R. 10 W.; T. 41, 42, and 43 N., R. 10 and 11 W.; T. 42, 44, and 45 N., R. 9 W.; T. 45 N., R. 4 W.; T. 46 N., R. 5, 6, 7, and 8 W.	Mount Diablo ..	\$3,000 00	.....
A. Leon Cervantes	Nov. 2	No. 284.—Complete survey of T. 14 N., R. 7 W.	....do	374 00	\$345 40
Do	Nov. 13	No. 286.—Complete survey of T. 21 S., R. 4 E.	....do	930 00	.....
John E. Jackson	Nov. 22	No. 290.—Complete survey of T. 2 S., R. 8 W.	San Bernardino.	92 00	74 07
John W. Fitzpatrick...	Dec. 12	No. 291.—Complete survey of T. 36 N., R. 5, 6, 8, 9, and 10 W.; T. 37 N.; R. 5, 6, 7, 8, 9, and 10 W.	Mount Diablo...	9,500 00	.....
A. B. Beauvais	Nov. 9	No. 285.—Complete survey of T. 5 N., R. 20 E.; T. 5 and 6 N., R. 20 E.	....do	225 00	.....
R. F. Herrick	Jan. 2	No. 293.—Complete survey of T. 1 N., R. 2 E.	Humboldt	30 00	.....
S. W. Foreman	Jan. 13	No. 295.—Complete survey of T. 4 and 5 S., R. 2 E.	....do	1,470 00	.....
A. Leon Cervantes	Jan. 24	No. 296.—Complete survey of T. 7 N., R. 32 and 33 W.	San Bernardino.	750 00	.....
Charles Herrmann	Feb. 6	No. 298.—Complete survey of T. 21 S., R. 16 E.	Mount Diablo ..	112 00	124 37
George A. Swartz	Feb. 7	No. 299.—Complete survey of T. 22 S., R. 5 E.; T. 23 S., R. 5, 6, and 7 E.; T. 24 S., R. 5, 6, and 7 E.	....do	4,644 00	.....
Theo. Binge	Feb. 10	No. 300.—Complete survey of T. 21 S., R. 5 E.; T. 22 S., R. 4, 5, 6, 7, 8, and 9 E.	....do	3,463 00	.....
A. B. Beauvais	Feb. 20	No. 302.—Complete survey of T. 4 N., R. 11 E.	....do	168 00	.....
H. J. Stevenson	Feb. 26	No. 301.—Complete survey of T. 1 S., R. 6 W.	San Bernardino.	224 00	.....
A. Leon Cervantes	Mar. 19	No. 304.—Complete survey of T. 1 N., R. 3 W.	....do	910 00	.....
Charles J. Fox	Mar. 25	No. 305.—Complete survey of T. 12 S., R. 5 W.	....do	75 00	.....
Arthur W. Keddle	Apr. 16	No. 306.—Complete survey of T. 26 N., R. 9 E.	Mount Diablo...	86 00	.....
R. F. Herrick	Apr. 19	No. 308.—Complete survey of T. 1 N., R. 1 E.	Humboldt	276 00	.....
William Minto	June 7	No. 310.—Complete survey of T. 1 S., R. 3 W.; T. 2 N., R. 3 and 4 W.	Mount Diablo ..	1,050 00	.....

C.—Statement of special deposits made by the Central Pacific Railroad Company and its branches during the fiscal year ending June 30, 1883.

No.	Date.	Depositor.	Railroad company.	List No.	Land district.	Limit.	Office work and stationery.	Survey.
36	1882. July 26	Central Pacific Railroad Company	Central Pacific Railroad Company	3	Sacramento		\$1, 417 04	\$4, 251 13
142	1883. Jan. 18	Jerome Madden	Southern Pacific Railroad Company	8	Visalia		43 33	129 97
143	Jan. 18	do	do	3	Los Angeles		08	22
144	Jan. 18	do	do	7	San Francisco		90	2 70
191	Mar. 19	do	do	6	Los Angeles		45	1 35
211	Apr. 25	William H. Mills	Central Pacific Railroad Company	7	Marysville		183 87	551 62
218	May 2	Jerome Madden	Southern Pacific Railroad Company	8	Los Angeles	Granted limits	45	1 35
219	May 2	do	do	9	do	do	81	2 44
220	May 2	do	do	10	do	do	1 80	5 40
221	May 2	do	do	1	Bohio	do	1 35	4 05
222	May 2	do	do	8	Visalia	Indemnity limits	1 79	5 39
223	May 2	do	do	9	do	do	90	2 70
224	May 2	do	do	10	do	Granted limits	1 80	5 40
225	May 2	do	do	11	do	do	90	2 70
226	May 2	do	do	7	Los Angeles	do	1 80	5 40
227	May 2	do	do	9	Visalia	do	90	2 70
228	May 2	do	do	4	Los Angeles	Indemnity limits	1 96	5 89
268	May 2	do	do	11	do	Granted limits	284 89	854 67
269	May 2	do	do	5	do	Indemnity limits	173 89	521 68
324	June 29	do	do	12	Visalia	Granted limits	79 30	237 90
							2, 198 21	6, 594 66

C.—REPORT OF THE SURVEYOR GENERAL OF COLORADO.

UNITED STATES SURVEYOR GENERAL'S OFFICE,
Denver, Colo., July 23, 1883.

SIR: I have the honor to submit herewith the annual report of this office, in duplicate, for the fiscal year ending June 30, 1883, with tabular statements as follows:

A.—Statement of contracts made under the regular appropriation for the fiscal year ending June 30, 1883.

B.—Statement of contracts made under the acts of Congress of May 30, 1862, March 3, 1872, and March 3, 1879.

C.—Statement of town sites surveyed, together with amounts paid therefor.

D.—Statement of deposits made by railway companies for field and office work.

Under the apportionment of \$41,000 assigned to this district for the fiscal year 1882-'83, contracts were let for the surveys of standard, meridian, township, and subdivisional lines on the late Ute Indian reservation, amounting to \$34,791.50, leaving a balance of \$6,208.50, estimated as cost of unfinished surveys.

None of the surveys thus contracted for have been completed. The deputies were unable to commence work when the contracts were awarded last season in consequence of the near approach of winter, and this spring the unusual quantity of snow remaining up to July 1, 1883, upon the range, where the preliminary portions of the work was to be performed, prevented their taking the field until about the 5th instant.

Further detentions and delays have been reported, caused by extreme high water from heavy rains and the rapid melting of the snows. At this date the deputies are all in the field, and their instructions require them to push the surveys under their respective contracts to completion as rapidly as is consistent with careful and correct work.

During the year there were surveyed 16,277 miles, 5 chains, 6 links, as follows:

	Miles.	ch.	lks.
Base lines.....	3	00	00
Correction lines.....	48	23	38
New Mexico principal meridian.....	3	46	27
Guide meridians.....	96	69	88
Exterior township lines.....	862	73	39
Subdivisional lines.....	14,152	42	55
Closing lines.....	126	45	28
Connecting lines.....	52	38	19
Re-established correction lines.....	30	00	23
Re-established guide meridians.....	30	64	39
Re-established township lines.....	345	67	09
Retraced correction lines.....	93	67	32
Retraced guide meridians.....	28	74	34
Retraced township lines.....	397	31	63
Re-established section lines.....	4	00	12
Number of townships surveyed.....	260	00	00

Aggregate of special deposits for surveys and office work under sections 2401, 2402, 2403, Revised Statutes.

Field work.....	45,324.00
Office work.....	4,036.72
Total number of plats and copies made for surveys under regular appropriation and special deposits.....	844
Number of town sites surveyed.....	12
Amount of deposits for field work.....	\$860 00
Amount of deposits for office work.....	345 00

No private claims have been surveyed during the year.

Number of mineral surveys.....	1,602
Number of mineral surveys approved.....	1,660
Number of mineral surveys abandoned.....	32
Number of plats made.....	5,160
Aggregate deposits for office work.....	\$41,570 00
Less deposits returned for surveys that have been abandoned.....	722 50
Leaving a balance of.....	40,847 50

The mining interests of the State are substantially as reported last year. Discoveries of carbonates have been made in different sections, but developments have been delayed in consequence of the unusual depth of snow. Nearly all the workings of last season, except where covered by shaft houses or otherwise protected, have been filled with water, entailing heavy expense and damaging delay.

The Denver and Rio Grande Railway completed its extension into Utah within the year, and settlers upon the line are anxiously awaiting the completion of the surveys now under contract to enter their lands.

The estimate for the surveying service in this district for the fiscal year ending June 30, 1884, is as follows:

For salary of surveyor general.....	\$3,000 00
For salary of clerks and draughtsmen.....	8,000 00
	11,000 00
For contingent expenses, rent, stationery, messenger, &c.....	4,000 00
For surveys:	
1,080 miles township lines, at \$11	11,800 00
6,000 miles section lines, at \$7	42,000 00
	53,800 00

Permit me again to call your attention to the fact that the appropriation for contingent expenses for this district is insufficient, being but \$1,500 per annum, or \$375 per quarter.

The rent per quarter is	\$300 00
Salary of messenger	125 00

Making.....	425 00
-------------	--------

expense actually and necessarily incurred, against an allowance of \$375, to defray the same; leaving a deficiency of \$50 per quarter, or \$200 per annum, which the surveyor general is compelled to meet from his own resources. The deficiency under the appropriation for contingent expenses up to the close of the fiscal year amounts to \$676.31, of which \$626.31 is due Albert Johnson, esq., late surveyor general, and the remaining \$50 has accrued since I took charge of the office.

I am, sir, very respectfully, your obedient servant,
N. H. MELDRUM,
United States Surveyor General, District of Colorado.

Hon. N. C. MCFARLAND,
Commissioner of the General Land Office,
Washington, D. C.

A.—Statement showing contracts made with deputy surveyors and payable from the regular appropriation for the fiscal year ending June 30, 1883.

Date of contract.	Name of depnty.	Amount.
Sept. 21, 1882	William H. Clark	\$692 50
Oct. 15, 1882	F. F. Johnson	500 00
Oct. 17, 1882	Fowler & Fahringer	2,800 00
Oct. 20, 1882	John B. Moore	3,000 00
Oct. 21, 1882	F. F. Johnson	4,500 00
Oct. 27, 1882	B. K. Kimberly	3,000 00
Nov. 1, 1882	F. F. Johnson	350 00
Dec. 4, 1882	George S. Oliver	900 00
Jan. 30, 1883	J. P. Maxwell	2,600 00
Apr. 17, 1883	J. P. Maxwell	1,260 00
May 22, 1883	D. C. Oakes	4,172 00
June 14, 1883	E. M. Ashley, jr	2,920 00
June 16, 1883	John B. Moore	3,064 00
June 18, 1883	C. A. Wheeler	5,292 00
	Estimated cost of unfinished surveys.....	6,208 50
	Total.....	41,000 00
Aug. 7, 1882	By appropriation	30,000 00
Dec 13, 1882	By appropriation	1,000 00
May 22, 1883	By appropriation	10,000 00
	Total	41,000 00

B.—Statement of contracts made under the acts of Congress of May 30, 1862, March 3, 1872, and March 3, 1879.

Date of contract.	Name of deputy.	Amount.
July 1, 1882	Charles C. Hutchinson	\$2, 750 00
July 3, 1882	Thomas Caruthers	3, 600 00
July 3, 1882	James M. Boggs	3, 600 00
July 5, 1882	W. W. Allen	1, 800 00
July 11, 1882	Edward L. Jones	4, 250 00
July 11, 1882	Frank Koons	3, 600 00
July 13, 1882	George Scheetz	600 00
July 13, 1882	Simonds, Porter & Latschaw	2, 750 00
July 13, 1882	Frank Koons	1, 884 00
July 15, 1882	Harvey P. Fry	7, 864 00
July 17, 1882	George Scheetz	2, 346 00
July 21, 1882	James R. Morrison	2, 636 00
July 27, 1882	Edward L. Jones	1, 200 00
Aug. 4, 1882	B. K. Kimberly	2, 400 00
Aug. 11, 1882	John W. Irion	3, 774 00
June 19, 1883	George H. Hill	370 00
	Total	45, 324 60

C.—Statement of town sites surveyed, together with amounts paid therefor.

Date of contract.	Deputy.	Town site.	Amount.
July 12, 1882	Herbert L. Aulls	Animas Forks	\$50 00
Aug. 30, 1882	Harry C. Hume	Montrose	110 00
Sept. 20, 1882	Abbott Brothers	Lake City	100 00
Nov. 23, 1882	Malley & Lloyd	Defiance	100 00
Feb. 15, 1883	William L. Marcy	Delta	100 00
Feb. 17, 1883	Joseph F. Clement	Garfield	100 00
Feb. 23, 1883	Jesse F. McDonald	Red Cliff	50 00
May 4, 1883	C. A. Wheeler	Ironton	50 00
May 18, 1883	B. C. Wheeler	West Carbonate	50 00
May 28, 1883	J. J. Abbott	West Lake	50 00
June 20, 1883	Maxwell & Dewey	Silver Plume	50 00
June 25, 1883	B. C. Wheeler	Carbondale	50 00
	Total		860 00

D.—Statement of deposits made by railway companies for field and office work.

April 30, 1883.	Deposited by the Union Pacific Railway for survey of lands in Denver land district, field work	\$397 48
	Office work on same	91 86
	Total	489 34

D.—REPORT OF THE SURVEYOR GENERAL OF DAKOTA.

UNITED STATES SURVEYOR GENERAL'S OFFICE,
Huron, Dak., July 25, 1883.

SIR: In compliance with instructions contained in your circular letters of April 19, 1883, and June 15, 1883, I have the honor to submit herewith, in duplicate, my annual report of surveying operations in this district for the fiscal year ending June 30, 1883.

Statement A herewith shows the contracts entered into on account of the appropriation for surveys for the fiscal year and the appropriation for the resurvey of the late Sioux Indian reservation west of Big Stone Lake.

Statement B herewith shows the contracts entered into during the fiscal year on account of special deposits by individuals for the survey of public lands. The operations for the fiscal year may be summed up as follows:

	Miles. ch. lks.
Principal lines surveyed.....	114 20 38
Township lines surveyed.....	1,037 27 73
Section lines surveyed.....	11,407 70 96
Meander lines surveyed.....	152 85 91
Closing lines surveyed.....	58 09 60
Total	12,770 54 58
Principal lines retraced	124 24 14
Township lines retraced	71 45 00
Total	195 69 14
Number of mineral surveys.....	39
Number of amended mineral surveys.....	6
Total	45
Number of township plats made	630
Number of exterior diagrams made	28
Number of mineral plats made	170
Total	828
Deposits by individuals for agricultural surveys:	
For field work.....	\$54,724 00
For office work.....	4,960 00
Total	59,684 00
Deposits for office work in connection with the survey of mining claims.	1,080 00

Very respectfully,

CORTEZ FESSENDEN,
United States Surveyor General.

Hon. N. C. McFARLAND,
Commissioner of the General Land Office, Washington, D. C.

A.—Statement showing contracts entered into on account of \$45,000 assigned to Dakota for the survey of public lands during the fiscal year ending June 30, 1883, and also on account of \$4,000 appropriated for the resurvey of the late Sioux Indian reservation west of Big Stone Lake, Dakota.

No. of contract.	Date.	Name of deputy.	Character and location of work.	Estimated cost of work.
41	1882. Aug. 19	Milton Nye	Subdivisions of townships 133 and 135 north, of range 64, and townships 133, 134, 135, and 136 north, of ranges 65 and 66; all west of the fifth principal meridian.	\$3,000 00
44	Aug. 21	Mellen & Snover	All the township and range lines between the fourth and fifth standard parallels from the eleventh auxiliary meridian, west to the Missouri River, and the subdivision lines of townships 113, 114, 115, and 116 north, of ranges 75, 76, and 77, townships 117, 118, 119, and 120 north, of range 78, and townships 117, 118, and 119 north, of range 79; all west of the fifth principal meridian.	6,500 00
45	Aug. 22	Oscar E. Rea	Subdivisions of townships 124, 125, and 126 north, of ranges 57, 58, and 59, and township 126 north, of range 60; all west of the fifth principal meridian.	3,000 00
46	Aug. 22	Palmer & Mellen	The lines between ranges 67 and 68, 68 and 69, 69 and 70, through townships 117, 118, 119, and 120 north; the line between ranges 67 and 68 through townships 121, 122, 123, and 124 north; the lines between townships 117 and 118, 118 and 119, and 119 and 120 north, through ranges 67, 68, 69, and 70; and the lines between townships 121 and 122, 122 and 123, and 123 and 124 north, through range 67; also the subdivisions of townships 116 north, of ranges 69 and 70; townships 117 north, of ranges 67 and 68; townships 118 north, of ranges 67, 68, and 69; townships 119 north, of ranges 66, 67, 68, and 69; townships 120 north, of ranges 66, 68, and 69; and townships 121 north, of ranges 65 and 66; all west of the fifth principal meridian.	6,104 00
47	Aug. 23	Horace J. Austin	The eleventh standard parallel through ranges 85, 86, and 87; the twelfth guide meridian through townships 141, 142, 143, 144, and 145 north; the lines between ranges 85 and 86, and 86 and 87, through townships 141, 142, 143, 144 and 145 north; and the lines between townships 141 and 142, 142 and 143, 143 and 144, and 145 and 146 north, through ranges 85, 86, and 87; also subdivisions of townships 144 and 145 north, of ranges 85 and 86; all west of the fifth principal meridian.	2,556 00
48	Aug. 24	Hiram C. Fellows	The easterly boundary of the Sioux reservation from the northeasterly corner of Fort Sully military reservation, north to its intersection with the left bank of Missouri River, and all the township boundaries and subdivisions between the third and fourth standard parallels from the line between ranges 77 and 78 west to and closing on the Missouri River, Sioux reservation, and Fort Sully military reservation.	3,500 00
49	Aug. 26	Bates & Lyon	Subdivisions of fractional townships 109, 110, and 111 north, of range 70; fractional townships 111 north, of ranges 71, 72, 73, 74, and 75; township 112 north, of range 73; and township 113 north, of ranges 71, 72, 73, and 74; all west of the fifth principal meridian.	3,500 00
50	Aug. 28	Miles T. Woolley	Retracement of western boundary of the late Sioux Indian reservation west of Big Stone Lake, and resurvey of all principal, township, and subdivision lines of same.*	3,000 00
51	Sept. 18	Scott & Sturtevant ...	The line between ranges 62 and 63, through townships 146, 147, and 148 north; the line between ranges 63 and 64 through township 148 north; the line between townships 145 and 146 north, through range 63; the lines between townships 146 and 147, and 147 and 148 north, through ranges 62 and 63; also the subdivisions of townships 146 north, of ranges 63 and 64; all west of the fifth principal meridian.	978 00

*Payable from appropriation for resurvey of late Sioux Indian reservation west of Big Stone Lake.

A.—Statement showing contracts entered into on account of \$45,000 assigned to Dakota for the survey of public lands, &c.—Continued.

No. of contract.	Date.	Name of deputy.	Character and location of work.	Estimated cost of work.
56	1882. Nov. 3	George G. Beardsley..	The line between ranges 61 and 62, through townships 150, 151, and 152 north; the line between ranges 62 and 63, through township 152 north; and the lines between townships 150 and 151, and 151 and 152 north, through ranges 61 and 62; also subdivisions of townships 150, 151, and 152 north, of ranges 61 and 62; and township 152 north, of range 63; all west of the fifth principal meridian.	\$2,000 00
57	1883. Mar. 27	T. F. Marshall	The lines between ranges 68 and 69, 69 and 70, 71 and 72, 72 and 73, and 73 and 74, through townships 121, 122, 123, and 124 north, and the lines between townships 121 and 122, 122 and 123, and 123 and 124 north, through ranges 68, 69, 70, 71, 72, 73, and 74; all west of the fifth principal meridian.	1,722 00
59	Apr. 10	Oscar E. Rea.....	All the township and range lines between the ninth and tenth guide meridians, and the seventh and eighth standard parallels, and subdivisions of township 127 north, of range 58, and township 128 north, of range 60; all west of the fifth principal meridian.	2,490 00
60	Apr. 12	Charles H. Bates	All the township and range lines between the sixth and seventh standard parallels from the ninth guide meridian west to the Missouri River.	3,050 00
63	Apr. 16	C. M. C. & E. J. Snover	The lines between ranges 71 and 72, 72 and 73, and 73 and 74, through townships 117, 118, 119, and 120 north; the line between ranges 75 and 76, through townships 121, 122, 123, and 124 north; the lines between townships 117 and 118, 118 and 119, and 119 and 120 north, through ranges 71, 72, 73, and 74; and the lines between townships 121 and 122, 122 and 123, and 123 and 124 north, through ranges 75 and 76; all west of the fifth principal meridian.	1,430 00
77	June 22	Palmer & Mellen.....	Subdivisions of townships 121 and 122 north, of range 70, and townships 122, 123, and 124 north, of range 74; all west of the fifth principal meridian.	1,500 00
78	June 22	John N. Mellen.....	All the township and range lines between the eighth and ninth guide meridians, and the fourteenth and fifteenth standard parallels.	1,900 00
79	June 22	C. M. C. & E. J. Snover	Subdivisions of townships 122, 123, and 124 north, of ranges 75 and 76 west of the fifth principal meridian.	1,800 00
Total				48,030 00

B.—Statement of contracts entered into during the fiscal year ending June 30, 1883, on account of special deposits by individuals for the survey of public lands in Dakota.

No. of contract.	Date.	Name of deputy.	Character and locality of work.	Estimated cost of work.
32	1882. July 13	Scott & Sturtevant ...	Subdivisions of townships 145 north, of ranges 65, 66, and 68, townships 146 north, of ranges 68, 69, and 70, and townships 147 north, of ranges 68 and 69; all west of the fifth principal meridian.	\$3,840 00
33	July 14	William H. H. Beadle.	Subdivisions and exterior lines of townships 128 north, of ranges 55 and 56; subdivisions of townships 129 north, of ranges 54 and 55; townships 130 north, of ranges 55, 56, and 57; townships 131 north, of ranges 56 and 57; townships 132 north, of ranges 54, 55, and 58; and townships 136 north, of range 64; all west of the fifth principal meridian.	5,646 00
34	July 19	George A. Kline	Subdivisions of townships 129 and 133 north, of range 62; townships 131, 132, and 134 north, of range 63; township 134 north, of range 64; townships 116 and 117 north, of range 66; and townships 120 and 121 north, of range 67; all west of the fifth principal meridian.	4,800 00
35	July 19	George G. Beardsley..	Subdivisions of townships 152, 153, 154, 155, and 156 north, of range 57, and the north and west exterior lines and subdivisions of townships 157, 158, 159, 160, and 161 north, of range 57; all west of the fifth principal meridian.	5,412 00
36	July 19	Scott & Sturtevant ...	Subdivisions of townships 150 and 152 north, of range 58, and townships 150 and 151 north, of range 59; all west of the fifth principal meridian.	1,920 00
37	Aug. 2	Josephus Ailey	Subdivisions of townships 127, 128, and 129 north, of range 57, and township 131 north, of ranges 54 and 55; all west of the fifth principal meridian.	2,400 00
38	Aug. 2	Scott & Sturtevant ...	The lines between ranges 60 and 61 and 61 and 62, through townships 145, 146, 147, and 148 north; the lines between ranges 63 and 64, through townships 145, 146, and 147 north; and the lines between townships 145 and 146, 146 and 147, and 147 and 148 north, through ranges 60, 61, and 64; also subdivision of townships 145 north, of ranges 59, 60, and 61; townships 146 north, of ranges 65, 66, and 67; townships 147 north, of ranges 59, 60, and 64; townships 148 north, of ranges 60 and 61; and townships 151 and 154 north, of range 58; all west of the fifth principal meridian.	7,440 00
39	Aug. 2	Charles H. Bates.....	Subdivisions of township 115 north, of range 68, and township 111 north, of range 76; both west of the fifth principal meridian.	944 00
40	Aug. 3	Miles T. Woolley	Subdivisions of townships 114, 115, and 117 north, of range 69, and township 116 north, of range 68; all west of the fifth principal meridian.	1,930 00
41	Aug. 5	E. H. Van Antwerp ...	Subdivisions of townships 139 north, of ranges 91 and 97, and townships 140 north, of range 93; all west of the fifth principal meridian.	1,460 00
42	Sept. 14	Scott & Sturtevant ...	Subdivisions of township 144 north, of range 62, and west and north exterior lines and subdivisions of township 145 north, of range 62; all west of the fifth principal meridian.	684 00
43	Sept. 27	Josephus Ailey	Subdivisions of townships 128, 129, and 130 north, of range 58, and township 128 north, of range 59; all west of the fifth principal meridian.	1,200 00
44	Sept. 28	James E. Dike	The line between ranges 60 and 61, through township 152 north; also subdivisions of townships 152 north, of ranges 59 and 60, and townships 153 north, of ranges 58 and 59; all west of the fifth principal meridian.	1,310 00
45	Sept. 30	William H. H. Beadle.	Subdivisions of township 128 north, of range 61, and township 129 north, of range 56; both west of the fifth principal meridian.	600 00
46	Oct. 2	Thomas F. Marshall ..	Subdivisions of township 127 north, of range 61, townships 128 north, of ranges 62 and 65, and township 131 north, of range 64; all west of the fifth principal meridian.	1,200 00
47	1883. Apr. 9	.....do	Subdivisions of townships 127 north, of ranges 69 and 60; townships 124 north, of ranges 66 and 67; and townships 122 and 123 north, of ranges 67 and 68; all west of the fifth principal meridian.	2,400 00

B.—Statement of contracts entered into during the fiscal year ending June 30, 1883, on account of special deposits, &c.—Continued.

No. of contract.	Date.	Name of deputy.	Character and locality of work.	Estimated cost of work.
61	1883. Apr. 13	James E. Dike	Subdivisions of townships 155 and 156 north, of range 58, and complete the exterior boundaries and the subdivisions of townships 157, 158, 159, 160, 161, and 162 north, of range 58; all west of the fifth principal meridian.	\$3,310 00
69	May 4	George A. Kline	Subdivisions of township 129 north, of range 60; townships 129, 130, 131 north, of range 61; townships 129 and 130 north, of range 64; townships 129, 130, 131, and 132 north, of range 65; township 129 north, of range 66; and township 128 north, of range 67; all west of the fifth principal meridian.	3,600 00
70	May 8	Miles T. Woolley	Subdivisions of townships 114 and 115 north, of ranges 70, 73, and 74; all west of the fifth principal meridian.	1,800 00
75	May 24	William H. H. Beadle.	Subdivisions of township 131 north, of range 58, townships 129 and 130 north, of range 59, and townships 130 and 131 north, of range 60; all west of the fifth principal meridian.	1,500 00
76	June 5	E. H. Van Antwerp ...	Subdivisions of township 135 north, of range 75; townships 134 and 135 north, of range 76; townships 135 and 136 north, of range 77; and township 133 north, of range 78; all west of the fifth principal meridian.	1,850 00
		Total .....	.....	55,246 00

UNITED STATES SURVEYOR GENERAL'S OFFICE,
Huron, Dak., July 25, 1883.

CORTEZ FESSENDEN,
Surveyor General.

E.—REPORT OF THE SURVEYOR GENERAL OF FLORIDA.

UNITED STATES SURVEYOR GENERAL'S OFFICE,
Tallahassee, Fla., July 26, 1883.

SIR: In compliance with your instructions in circular letter E, of April 19, 1883, I have the honor to submit my annual report of surveying operations in this district for the fiscal year ending June 30, 1883, as follows:

A.—Statement of surveys of public lands, made under the regular appropriation, contracted for during the fiscal year ending June 30, 1882, and executed during the fiscal year ending June 30, 1883.

B.—Statement of surveys of public lands, made under the regular appropriation, contracted for and executed during the fiscal year ending June 30, 1883.

C.—Statement of contracts charged to special deposit, sections 2401, 2402, 2403, during the fiscal year ending June 30, 1883.

A.—Statement of surveys of public lands, made under the regular appropriation, contracted for during the fiscal year ending June 30, 1882, and executed during the fiscal year ending June 30, 1883.

Deputy.	Contract.		Surveys.	Extent.			Estimated cost.	Remarks.
	No.	Date.		M.	Chs.	Lks.		
John P. Apthorp	45	1882. Jan. 3	T. 51 S., R. 29 E. ...	39	2	17	\$248 41	Now being platted.
			T. 52 S., R. 29 E. ...	6	1	40	34 60	Do.
			T. 50 S., R. 30 E. ...	59	78	18	304 80	Do.
			T. 51 S., R. 30 E. ...	60	10	54	321 48	Do.
			T. 52 S., R. 31 E. ...	59	77	91	302 19	Do.
				224	90	15	1,211 43	

B.—Statement of surveys of public lands, made under the regular appropriation, contracted for and executed during the fiscal year ending June 30, 1883.

Deputy.	Contract.		Surveys.	Extent.			Estimated cost.	Remarks.
	No.	Date.		M.	Chs.	Lks.		
John P. Apthorp	49	1882. Nov. 13	T. 52 S., R. 30 E. ...	59	35	47	\$308 81	Survey being platted.
			T. 51 S., R. 31 E. ...	59	76	09	304 87	Do.
John O. Fries.....	51	Dec. 18	T. 21 S., R. 32 E. ...	57	64	74	289 20	Do.
			T. 14 S., R. 24 E. ...	9	5	07	45 30	Do.
				186	21	37	948 18	.

C.—Statement of contracts charged to special deposit during the fiscal year ending June 30, 1883.

Deputy.	Contract.		Surveys.	Depositor.	Certificate.		Field work.	Office work.	Total.	Remarks.
	No.	Date.			No.	Date.				
D. D. Rogers...	50	1882. Dec. 18	S. 26, 27, and 35, T. 19 S., R. 26 E.	W. L. Apple- ton.	1213	1882. Aug. 28	\$150	\$15	\$165	Deputy in the field.

FIELD WORK.

The only contracts made under the regular appropriation during the year were that made with Deputy John P. Apthorp for the subdivision of four townships in South Florida, lying west and south of the Big Cypress, and one with Deputy John O. Fries for the resurvey of T. 21 S., R. 32 E., and the survey of part of T. 14 S., R. 24 E.

The reason that so few contracts were made is on account of the reduction of the compensation for surveying. Deputies decline to enter the field, incur the expense, and endure the necessary hardships for such remuneration as is now provided by law.

Deputy Apthorp would not have taken a contract in South Florida under the present rates had it not been that he was going there to finish his former uncompleted work. He was obliged, after landing, to cut his way, foot by foot, for miles, to the field of operations. There was no such thing as his taking a team with him, on account of the dense undergrowth, and he was in consequence obliged to pack his men with the provisions.

Deputy H. S. Duval, who was there before and ran the exterior lines of the townships which Deputy Apthorp subdivided, has shown to me absolute proof that it cost him \$4.98 a mile on his contract, allowing nothing for his own time.

It may appear strange that while I have not expended all the apportionment of the appropriation allotted to this district for surveys, I ask for a greater amount for the coming year. It was done with a view of extending the surveys in directions where lands will be looked for during the winter, and in the hope that your office would succeed in having the former rates at least renewed, so that competent surveyors could be employed in the work.

Inasmuch as T. 21 S., R. 32 E., and T. 14 S., R. 24 E., are in the neighborhood of Mr. Fries' home, that gentleman could afford to take a contract under present rates. But it is another matter for a man to travel 200 miles and perhaps more to get to his work, and only get there from the coast by hewing out his own roads.

I deem it essential that the amount asked for in my estimate be apportioned to this district, for the reason that the demand for lands in the southern portion of the State, where nearly all the unsurveyed lands are, is daily becoming greater, induced by the construction of numerous railroads, the opening of the Atlantic Coast Canal, and the draining of Lake Okeechobee. Colonies have been and are being formed in a great many sections of the country with a view of settling in the tropical part of the State. All this tends to attract the attention of capitalists as well as immigrants seeking a profitable investment and homes for themselves and families. Therefore, the survey of unsurveyed lands in South Florida is absolutely necessary to meet these demands. It is possible that by making a contract with one deputy for a sufficient amount of work to cover the whole amount apportioned to this district for the current year, I may be able to get a competent surveyor to take a contract; if so, I will submit the contract for your approval at an early day.

The change as made by your office in the form of application for the survey of islands has necessitated all the applicants who had filed their applications in this office to comply with the requirements under the new form, and in consequence of this delay the amount of field work is much less than it otherwise would have been.

The aggregate number of miles surveyed during the past fiscal year is 423 miles, 57 chains, and 86 links.*

The number of townships surveyed is six; in addition to this, Deputy Apthorp surveyed in one township 39 miles, 6 chains, and 17 links, and in another 6 miles, 1 chain, and 40 links. There was one private claim surveyed during the past year.

SPECIAL DEPOSITS.

The aggregate of special deposits during the past fiscal year amounts to \$405. This sum would have been greatly increased were it not for the fact that the recent decision of the honorable Secretary of the Interior made the compensation for the survey of islands payable from the general appropriation fund and not from special deposits.

OFFICE WORK.

In my last annual report I stated that with the force in the office, which consists of the chief clerk and one draftsman, it was as much as they could do to keep up with the current work. This has been the case throughout the year, and there is now enough of arrears of office work to keep two extra clerks busily employed for at least two years. In my last report I showed the necessity of at least one more clerk, and requested that an allowance be made for that purpose. In order that the work may not fall too far behind, I respectfully, but urgently, request that some prompt action may be taken in regard to this necessity.

* The difference between this amount and that stated in the estimates is what was done under special deposit.

Since I entered upon my official duties, I have in every report called attention to the Spanish documents on file in this office, and suggested that some provision be made for their translation. The documents referred to are packed in closets in this office, and if they are allowed to remain untranslated much longer, the weather, age, and insects will prevent their being read. Whenever translations are required I am obliged to send the Spanish document to a distant city to have the translation made.

I most urgently request that this great requirement may receive your early consideration, that some provision may be made, and that I may be authorized to purchase the necessary books for such translations and proper index.

The number of plats made during the past year is forty-six.

INSPECTION OF SURVEYS.

I stated in my last annual report under this head that I deemed it essential that I or some thoroughly reliable agent should visit the country in the vicinity of the Everglades and Big Cypress, with a view of ascertaining the propriety of extending the exterior lines of townships in that vicinity, and I now suggest that this be done.

Deputy Duval stated, after his return from his survey in South Florida, that he was confident of good pine lands in Monroe County, and Deputy Apthorp, who has recently returned from that country, reports high pine lands. To prove these statements, I respectfully suggest that an inspector be sent into that section of country to make a thorough examination as to how far the surveys may be extended.

I am constantly asked by parties, who have bought lands from the Government, to have lands lying between them and water fronts surveyed. When they purchased, they were under the belief, created by the information obtained from official records, that their lines reached the water's edge; but when they located, made their improvements, and erected their homes they found that they were really back from the water a considerable distance, in some instances nearly half a mile.

There are a great many erroneous surveys of like character in this district, and letters are received at this office almost every day asking why it is that lands bordering on lakes and having an altitude of from ten to thirty feet were never surveyed.

PROPOSED SURVEYS.

There are at Cape Sable and at Chockoluskie, in the Ten Thousand Islands, settlements made on lands which have never been surveyed, and I understand from Deputy Apthorp, who was at the last-named settlement during the recent surveying season, that the settlers have been deeding lands to one another for a long time, some being residents for thirteen years. They are located on keys, near the coast, mostly along the banks of creeks which come down from the mainland. These strips of alluvial land are of the highest fertility, and the settlers are engaged in raising early vegetables and tropical fruits for the Key West and northern markets. These settlers are very anxious to have the lands on which they are located surveyed, so they may acquire title.

The extension of the public surveys in this portion of the State can be made only by triangulation, the coast line being covered by mangroves and dense undergrowth. A great many of these islands are above overflow, are very valuable, and the settlers clamor to have them surveyed.

I have no idea that I could make contracts for this work under present rates of compensation.

All of which is respectfully submitted.

M. MARTIN,
United States Surveyor General.

Hon. N. C. McFARLAND,
Commissioner of the General Land Office, Washington, D. C.

F.—REPORT OF THE SURVEYOR GENERAL OF IDAHO.

UNITED STATES SURVEYOR GENERAL'S OFFICE,
Boise City, Idaho, July 17, 1883.

SIR: I have the honor to submit the annual report, in duplicate, of the operations of this office for the fiscal year ending June 30, 1883, with tabular statements, as follows, viz:

A.—Statement showing the condition of contracts entered into under the appropriation of August 7, 1882.

B.—Statement showing the condition of contracts entered into for the survey of public lands, under provisions of sections 2401, 2402, 2403, Revised Statutes, during the fiscal year ending June 30, 1883.

The aggregate number of miles surveyed was 693 miles, 65 chains, 74 links.

Nine townships have been surveyed, containing an area of 152,080.87 acres.

One hundred and seventeen mineral surveys were made.

Forty-one plats of agricultural surveys and four hundred and eighty-two mineral plats, making a total of five hundred and twenty-three made, approved, and transmitted.

The deposits for surveys and office work, under sections 2401, 2402, 2403, Revised Statutes, aggregates \$7,874.

For office work for survey of mining claims, \$4,040.

The rapid extension of railways and addition to the population of Idaho cause a demand for much more extensive surveys of public lands than can be made by the small apportionment of money for that purpose recently made for this district.

I beg to suggest that the out-boundary lines of the Lemhi Valley Indian Reservation should be surveyed at an early day in order that the surveys of public lands now required by the settlers of that valley can be closed on the same.

During the current year the Oregon Short Line Railway has been completed from the southeast corner of the Territory, where it enters it, for a distance of 300 miles in the direction of this place, and its extension to the northwest is being constructed with rapidity and energy. A branch from Shoshone, 60 miles in length, has been constructed to the town of Hailey, on Wood River.

Owing to the increased facilities for transportation much interest is manifested in mining industry, and many rich mines are being developed and reduction works built.

The past year has been one of great activity and prosperity in all the leading branches of business, and a good degree of success has been attained by the people.

I am, sir, very respectfully, your obedient servant,

WILLIAM P. CHANDLER,
United States Surveyor General for Idaho.

Hon. N. C. McFARLAND,
Commissioner of the General Land Office, Washington, D. C.

A.—Statement showing the condition of contracts entered into under the appropriation of August 7, 1882.

No. of contract.	Name of deputy.	Date of contract.	Character and locality of work.	Remarks.
92	John B. David	Sept. 9, 1882	First standard parallel N., between T. 5 and 6 N., through R. 44 and 45 E.; tenth auxiliary meridian E., between R. 40 and 41 E., through T. 13 N.; eleventh auxiliary meridian E., between R. 44 and 45 E., through T. 6, 7, 8, 9, 10, 11, and 12 N.; exterior lines of T. 6, 7, and 8 N., R. 43 and 44 E.; exterior lines of T. 9 and 10 N., R. 42, 43, and 44 E.; exterior lines of T. 13 N., R. 39, 40, 41, and 42 E.; and the subdivision lines of T. 7, 8, 9, and 10 N., R. 43 and 44 E. of the principal base and meridian.	Surveys completed; plats and transcripts nearly ready to transmit.

A.—Statement showing the condition of contracts entered into under the appropriation of August 7, 1882—Continued.

No. of contract.	Name of deputy.	Date of contract.	Character and locality of work.	Remarks.
93	Allen M. Thompson.	Sept. 12, 1882	First standard parallel N., between T. 4 and 5 N., through R. 21 to 28 E., inclusive; sixth auxiliary meridian E., between R. 24 and 25 E., through T. 4 N.; seventh auxiliary meridian E., between R. 28 and 29 E., through T. 4 N.; exterior and subdivision lines of T. 1 and 2 N., R. 21 E.; exterior and subdivision lines of T. 1 S., R. 22 E.; exterior and subdivision lines of T. 1 N., R. 23 E.; exterior lines of T. 3 and 4 N., R. 25, 26, 27, and 28 E.; exterior lines of T. 3 N., R. 29 E.; subdivision lines of T. 1 and 2 N., R. 20 E.; and the subdivision lines of T. 8 and 4 N., R. 26 and 27 E. of the principal base and meridian.	Deputy in the field.
95	Darius F. Baker	Apr. 5, 1883	The subdivision lines of T. 9 N., R. 1 W.; 10 and 11 N., R. 2 W.; 12 N., R. 6 W.; and fractional T. 8 N., R. 1 W.; 6 N., R. 3 W.; 7 N., R. 1, 2, and 4 W., and 11 and 12 N., R. 7 W. of the principal base and meridian.	Deputy in the field.
97	Herman D. Gradon..	Apr. 17, 1883	The Boise meridian between R. 1 E. and 1 W., through T. 39 to 44 N., inclusive; the first auxiliary meridian E., between R. 4 and 5 E., through T. 34 to 44 N., inclusive; the sixth and one-half standard parallel N., between T. 32 and 33 N., through R. 6 E.; the seventh standard parallel N., between T. 36 and 37 N., through R. 2 to 6 E., inclusive; the eighth standard parallel N., between T. 40 and 41 N., through R. 1 to 3 W. and 1 to 4 E., inclusive; the ninth standard parallel N., between T. 44 and 45 N., through R. 1 to 4 E. and 1 to 3 W., inclusive; and the exterior lines of T. 33 N., R. 6 E. of the principal base and meridian.	Deputy in the field.

B.—Statement showing the condition of contracts entered into for the survey of public lands, under provisions of sections 2401, 2402, and 2403, Revised Statutes, during the fiscal year ending June 30, 1883.

No. of contract.	Name of deputy.	Date of contract.	Character and locality of work.	Remarks.
98	William R. Gradon .	May 23, 1883	The exterior and subdivision lines of T. 34 N., R. 4, 5, and 6 E.; T. 35 N., R. 3, 4, 5, and 6 E.; T. 36 N., R. 2, 3, 5, and 6 E.; T. 37 N., R. 2 and 3 E.; and the subdivision lines of T. 36 N., R. 4, E. of the principal base and meridian.	Deputy in the field.
99	Herman D. Gradon .	May 23, 1883	The exterior and subdivision lines of T. 40 N., R. 3 W.; T. 41 N., R. 2 and 3 W.; the subdivision lines of T. 41 N., R. 4 W., and the exterior and subdivision lines of T. 42 N., R. 3 and 4 W. of the principal base and meridian.	Deputy in the field.

G.—REPORT OF THE SURVEYOR GENERAL OF LOUISIANA.

OFFICE OF UNITED STATES SURVEYOR GENERAL,
New Orleans, La., July 30, 1883.

SIR: I have the honor to transmit herewith the annual report of the surveying operations in this district for the fiscal year ending June 30, 1883. Accompanying, and forming a part of this report, are the following tabular statements, viz:

A.—Statement of surveying contracts entered into by the surveyor general of Louisiana on account of the appropriation of \$13,000, for the fiscal year ending June 30, 1882.

B.—Statement of surveying contracts entered into by the surveyor general of Louisiana on account of special deposits, for the fiscal year ending June 30, 1882.

C.—Statement of surveying contracts entered into by the surveyor general of Louisiana on account of appropriation of \$15,000, for the fiscal year ending June 30, 1883.

D.—Statement of surveying contracts entered into by the surveyor general of Louisiana on account of special deposits, for the fiscal year ending June 30, 1883.

FIELD WORK.

Under the apportionment of \$15,000 for the surveying service in this district for the fiscal year ending June 30th last, four contracts have been let, in all of which the returns have been filed in the office and have undergone the usual examination and comparison with the surrounding and contiguous work, except T. 3 N., R. 5 W., and T. 12, S. R. 9 and 10 W., the deputies having been released from the above-mentioned portions of their respective contracts on account of high water. The tabular statements will exhibit the status of each contract in detail.

The year, with the exception of January and June (which were unusually wet months), has been favorable for field work. As large a part of the small fund allotted to the district was employed in continuing the resurveys in the pine timber regions as demands for surveys in other quarters would allow.

It is much to be regretted that some better system could not be adopted with reference to the resurveys of the pine lands in this State. Some means should be put at my disposal for the per diem compensation and expenses of a deputy of experience and reliability whose duty it should be to visit and examine the townships in which valuable timber exists and where the old surveys are alleged to be obliterated. And only upon the report of such deputy should such township be put under contract. At present the office must rely chiefly on representations of the settlers, or the deputies employed in contiguous work, or capitalists and others seeking investments in such lands. These investments seem to be yet on the increase in this State, and the pine timber lands seem to be the chief attraction, the preference being given to those portions of the State where recent resurveys enable prospectors and timber seekers to follow the lines, identify corners, and thus select such tracts as they deem desirable. Individual entries have been made of very large proportions. On the 11th of June last, one purchaser, Mr. J. B. Watkins, of Lawrence, Kans., paid to the receiver of the United States land office here, on a single transaction, \$78,229.42 for land in the pine timber region in the southwest district, most of which has been resurveyed by this office within the last ten years.

In the annual report of my predecessor for the year ending June 30, 1882, he gave, with the assistance of the register and receiver here, an approximate statement of the cash sales, scrip, and warrant locations for that year, at the consolidated land office in this city. Those figures were at that time deemed by him flattering evidence of the foresight and wisdom of the system of resurveys of the pine timber-bearing lands here. But gratifying as that exhibit was, that for the year just closed is still more so. The present register, Hon. C. B. Darrall, and the receiver, Judge Morris Marks, have kindly given me the following approximate statement of the cash sales, viz: \$426,319.38 have been received for lands sold during the fiscal year ending June 30, 1883, as against \$407,860.20 for the one last preceding; while there have been 96,801.80 acres entered under the homestead act, as against 83,656.76 during the previous year. There were also 7,914.26 acres entered under the timber-culture act, as against 1,001.94 for the preceding fiscal year.

The timber act, under which lands can be entered at the same expense as under the homestead act, under the condition that a certain amount of trees shall be planted thereon, appears to be rapidly growing in popularity. The office has also applications for entries of lands to be made during the month of July, 1883, for over 105,000 acres, aggregating about \$130,000.

The whole Greensburg district was resurveyed before the late war, under an act of Congress approved August 29, 1842, and hence there is no demand or occasion for any resurveys therein. A few townships binding on Pearl River in that district require to be originally surveyed, when, with the exception of the donation claims (the status of which is as set forth in the annual reports of this office for the years ending June 30, 1880, and 1881), the surveying service therein will be practically closed.

Nothing has been done or attempted with reference to the survey of any portion of the unsurveyed belt of sea-coast country in the southwest district, extending from the Vermillion Bay westward to the Sabine River. This subject, I find, has been so fully presented by my predecessors in office in their several annual reports to the Bureau that little remains to be said by me. I may remark, however, that the region is known to be interspersed with ridges and "islands" of high land of very great richness, chiefly along and near the numerous lakes, bays, and water-courses intersecting it, and these are nearly all occupied, and have long been so, by people who have made homes and farms upon them, many of them highly improved, and yet who cannot procure titles to these lands in the absence of surveys. There is no doubt at all that this region should be at once surveyed; but until some better mode of marking lines and perpetuating corners in such a region is adopted, I think it will be money thrown away to attempt anything there.

DESTRUCTION BY FIRE OF CORNER POSTS IN THE PINE WOODS.

It has been called to my attention that the present mode of notching and marking and squaring with ax the resinous pine knots, almost exclusively used by the deputies in their surveys in the pine timber regions, results in most cases in their early destruction by the periodical forest fires which are constantly sweeping over those portions of the State. It is represented that these corner posts are practically indestructible by mere lapse of time on account of their density and the amount of pitch they contain, but that they are for that reason peculiarly liable to burn up if the flames once catch hold on them. To avoid this it is proposed in future not to mark them at all, but only the bearing trees; no other wood will stand the climate of Louisiana more than a few years, but will rot away. A statement has been prepared upon this subject, signed by several of the deputies of this office and appended to the returns of two of them who have recently made extensive resurveys in the pine timber region of the northwestern district. I believe the statement to be entirely correct, and hence would recommend that either general instructions from the Bureau should be given, modifying the surveying manual on that particular point, or else that the surveyor general in this district in future be authorized, by special instructions in particular cases, to allow each deputy operating in the pine timber regions to plant his corner posts, when made of the pitch-pine knots, without other marks than those made by the ax in squaring and pointing them at the top.

OFFICE WORK.

During the year just closed the field notes of 127 townships have been copied and sent to the Bureau for preservation, leaving 317 townships whose field notes yet remain to be copied. For the same time there have been patent plats in duplicate compiled for 18 private land claims, leaving 5,931 claims in all the land districts of the State for which no patent plats have yet been made and which cannot be patented for that reason. As fast as these plats are thus made in duplicate one is retained as a record here and the other transmitted by letter to appropriate local land office, there to receive the patent certificate of the register and to be sent with it to the Bureau as the basis of patent for the particular claim.

Nothing has been done in satisfying private claims under the act of June 2, 1858, I suppose for the reasons set forth by my immediate predecessors in their various reports.

INSUFFICIENCY OF SALARIES.

Since taking charge of this office I have been painfully impressed with the meagerness and insufficiency of the salaries heretofore and now allowed by law to the clerks employed in it, and I respectfully ask an increase of the several salaries as enumerated in the estimates for the fiscal year commencing July 1, 1884. The cost of living in a manner befitting the dignity and character of an officer of the Government in this city is far in excess of what it is believed to be in any of the cities of the Union. Persons possessing the education and special training, and enjoying the reputation fitting them for the several positions stated in the estimates above referred to, it would seem should

be paid more than they now receive for their services. It is clear it cannot, at least in this community, decently support gentlemen and their families; it is equally true that the force is far below the requirements of the service, and the consequence is they have to work constantly and have no vacation even in the hottest weather. On several occasions some of the most competent clerks and draughtsmen have so impaired their health by the confining and straining character of their work that they were forced to abandon their desks and seek change and rest in out-door life.

Persons fit to perform with safety and credit to the Government the very technical and nice duties required of the draughtsmen, calculators, and patent plate clerks in this office cannot be retained at the salaries which such clerks are now respectively receiving. They may be employed for a time, but so soon as they become truly useful and valuable to the Government their services are sought by others who pay better salaries, and the Government has then again to employ new material only to lose it after it becomes experienced and indispensable. I earnestly recommend that some increase of salary should be allowed these gentlemen. Not only justice to them requires it, but it is believed that the true interests and economy of the service require it.

I am, very respectfully, your obedient servant,

JAMES LEWIS,
United States Surveyor General, Louisiana.

A.—Statement of surveying contracts entered into by the surveyor general of Louisiana on account of the appropriation of \$13,000 for the fiscal year ending June 30, 1882.

No.	Date of contract.	Name of deputy surveyor.	Locality of work.	District.	Estimated liability.	Amount paid.	Remarks.
1	May 23, 1881	James L. Bradford	T. 1 and 2 N., R. 19 and 11 W.	Northwest	\$4,000 00	\$4,000 48	Surveys completed; plat and field notes transmitted; account closed.
2	May 23, 1881	John P. Parsons	T. 1 S., R. 11 W. T. 3 S., R. 2 and 3 E.; T. 11 S., R. 3 E., T. 9, 10, 11, and 12 S., R. 2 E.	Southwest	4,900 00	4,182 55	Surveys completed except in T. 8 and 10 S., R. 2 E.; plat and field notes transmitted; account closed.
3	June 17, 1881	Henry Gascon	T. 4 S., R. 2, 4, 5, 6, and 7 E.	do	3,000 00	3,250 73	
5	Sept. 6, 1881	George E. Bradford	Claim of Pierre Dolet in T. 11 and 12 N., R. 11 and 12 W.	Northwest	700 00	927 80	
6	Sept. 6, 1881	George H. Grandjean	T. 9 S., R. 3 E.; T. 10 S., R. 4 E.; T. 10 S., R. 6 and 7 E.	Southeast	1,000 00	.....
7	Nov. 23, 1881	James L. Bradford	T. 1 N., R. 7 and 8 W.	Northwest	1,000 00	1,538 56	account closed.
By cancellation of contract No. 6					13,700 00	13,860 13	
Amount not contracted for					1,000 00	.....
Total					12,700 00	.....
Deficiency paid from an unappropriated fund (see Commissioner's letter of December 28, 1882, marked "M")					12,700 00	.....
					200 00	.....
					13,000 00	.....
					980 13	.....
					13,980 13	13,980 13	

JAMES LEWIS,
Surveyor General.

OFFICE OF SURVEYOR GENERAL, DISTRICT OF LOUISIANA,
New Orleans, July 30, 1882.

B.—Statement of surveying contracts entered into by the surveyor general of Louisiana on account of special deposits made during the fiscal year ending June 30, 1882.

Number.	Date of contract.	Name of deputy surveyor.	Locality of work.	District.	Amount deposited.	Amount due for field work.	Amount paid for field work.	Amount paid for office work.	Total amount paid.	Amount refunded.	Amount to be refunded.	Delinquency.	Name of depositors.	Remarks.
4	July 20, 1881	John J. Byles	T. 11 N., R. 11 W.	Northwest.	\$683 00	\$611 52	\$611 52	\$50 00	\$661 52	.....	\$26 48	.....	Don Williams and George Lencbus.	Completed.
4	July 20, 1881	do	T. 6 N., R. 10 W.	do	878 00	798 57	798 57	50 00	848 57	.....	29 43	.....	Robert Leuring and J. N. Cook.	Do.
8	Mar. 13, 1882	do	T. 6 N., R. 8 W.	do	902 00	850 82	850 82	50 00	900 82	.....	1 18	.....	Jacob Sparks and	Do.
8	Mar. 13, 1882	do	T. 6 N., R. 9 W.	do	900 00	850 63	850 63	50 00	900 63	.....	35 37	.....	do	Do.
9	Apr. 13, 1882	John P. Parsons and Romain Francois.	T. 13 S., R. 2 E.	Southwest	700 00	662 15	662 15	50 00	1,400 00	.....	.....	.....	Sarasin Herbert and O. Harrington.	Do.
9	Apr. 13, 1882	do	T. 14 S., R. 2 E.	do	700 00	662 15	662 15	50 00	1,400 00	.....	.....	.....	A. Morgan and William Evans.	Do.
10	May 25, 1882	George K. Bradford and Henry W. W. Reynolds.	T. 2 S., R. 3 W.	do	835 00	749 95	749 95	50 00	799 95	.....	35 05	.....	W. R. Eldred and George McDaniel.	Do.
10	May 25, 1882	Henry W. W. Reynolds.	T. 2 S., R. 3 W.	do	744 00	665 10	665 10	50 00	735 10	.....	8 81	.....	W. J. Vicks and William T. Dunn.	Do.

NOTE.—The amounts to be refunded remain in the Treasury, no certificate having been returned upon which to note refundment.

OFFICE OF SURVEYOR GENERAL, DISTRICT OF LOUISIANA,
New Orleans, July 20, 1882.JAMES LEWIS,
Surveyor General.

C. - Statement of surveying contracts entered into by the surveyor general of Louisiana on account of the appropriation of \$15,000 for the fiscal year ending June 30, 1883.

No.	Date of contract.	Name of deputy surveyor.	Locality of work.	District.	Estimated liability.	Amount paid.	Remarks.
12	Sept. 20, 1883	Henry Gascon	T. 8, 9, 10, 11, 12 S., R. 9 W., and T. 12 S., R. 10 W.	Southwest	\$4,000 00		Contract canceled; surveyor sick. Released to John P. Parsons, under No. 18.
13	Sept. 21, 1883	George E. Bradford	T. 10 S., R. 4 and 5 W.; T. 11 S., R. 3, 4, and 5 W.; T. 12 S., R. 2, 4, 5, and 6 W.	do	3,000 00	465 92	Surveys of T. 10 S., R. 4 W. completed. The other townships have been replaced by T. 4 N., R. 8 W., and T. 5 N., R. 5, 6, 7, and 8 W., in the northwest district on notes completed and returned notes of T. 4 and 5 N., R. 8
14	Oct. 4, 1883	James L. Bradford	T. 2 N., R. 2 W.; T. 1, 2, 3 N., R. 5 W.; T. 3 and 4 N., R. 4 W.; T. 3 and 4 N., R. 5 and 7 W.	do Northwest	5,000 00		T. 2 N., R. 2 W. in northwest district fallen on T. 2 N., R. 3 W.; T. 1, 2, and 3 N., R. 3 and 4 W. northwest district. Field notes returned, except T. 3 N., R. 5 W.
15	Oct. 4, 1883	John Hagan	T. 2 S., R. 11 W.; T. 1 and 2 N., R. 9 W.; T. 3 N., R. 7 and 8 W.	Southwest Northwest	2,500 00	2,719 95	Completed.
16	Dec. 30, 1883	John P. Parsons	T. 8, 9, 10, 11, and 12 S., R. 9 W.; T. 12 S., R. 10 W.	Southwest	4,000 00	3,303 56	Surveys completed, except T. 12 S., R. 9 and 10 W. Account closed.

SURVEYOR GENERAL'S OFFICE, DISTRICT OF LOUISIANA,
New Orleans, July 26, 1883.

JAMES LEWIS,
Surveyor General.

D.—Statement of surveying contracts entered into by the surveyor general of Louisiana on account of special deposits for the fiscal year ending June 30, 1883.

Number.	Date of contract.	Name of deputy surveyor.	Locality of work.	District.	Amount deposited.	Amount due for field work.	Amount paid for field work.	Amount paid for office work.	Total amount paid.	Amount to be refunded.
11	1883. July 31	Geo. K. Bradford.	T. 9 S., R. 3 E.	Southwestern.	\$800 00	\$732 99	\$732 99	\$50 00	\$782 99	\$17 01

REMARKS.—Completed. Balance remaining in Treasury, no certificate having been returned upon which to note the refundment. Hugh Hutchinson and F. Siadon, depositors.

OFFICE OF SURVEYOR GENERAL,
DISTRICT OF LOUISIANA,
New Orleans, July 30, 1883.

JAMES LEWIS,
Surveyor General

H.—REPORT OF THE SURVEYOR GENERAL OF MINNESOTA.

UNITED STATES SURVEYOR GENERAL'S OFFICE,
Saint Paul, Minn., July 28, 1883.

SIR: In compliance with instructions in your letter "E" of April 19, 1883, I have the honor to submit my annual report in duplicate of the surveying operations in this district for the fiscal year ending June 30, 1883.

The surveys embraced in contracts made under the appropriation of March 3, 1881, not completed at date of last annual report have been completed during the year, the field notes, excepting those of one township, examined and approved, the plats and transcripts of field notes made and transmitted to the General Land Office.

Under the appropriation of August 7, 1882, six contracts have been made for the survey of about 68 miles of standard lines, 150 miles of township lines, and the subdivision of 24 townships. The execution of these surveys has been greatly delayed by the depth of snow during the last winter and bad weather during the spring, as well as by the great difficulty of getting supplies in the country, and the dense growth of underbrush existing throughout the entire region surveyed rendering it necessary to give the deputies more time in which to complete their work. These surveys are nearly all reported as completed.

The number of townships surveyed since last annual report is 26.

The number of township plats made is as follows, viz; 26 original plats, 26 commissioner's, and 27 register plats. Total number of plats made, 79.

There have been surveyed according to field notes returned to this office since date of last annual report 52 miles, 25 chains, and 36 links of standard lines; 396 miles, 12 chains, and 37 links of township lines, and 24 miles, 8 chains, and 92 links of township lines resurveyed; 1,312 miles, 21 chains, and 51 links of section lines, and 240 miles, 27 chains, and 38 links of meander lines, making total number of miles surveyed, 2,025 miles, 15 chains, and 74 links.

The total number of acres surveyed during the year is 493,538.69, which added to amount previously reported (41,293,777.22) gives total number of acres surveyed in this State to this date, 41,787,315.91.

The aggregate of special deposits made by individuals for survey of public lands since last report is as follows: For field work, \$3,123.82, and for office work, \$392.

Accompanying this report are statements showing the contracts under the appropriation for the fiscal year and contracts chargeable to deposits, as follows:

A.—Statement of contracts entered into by the surveyor general of Minnesota on account of the \$16,000 assigned to Minnesota for the fiscal year ending June 30, 1882, Act of March 3, 1881. Contracts not closed at date of last annual report.

B.—Statement of contracts entered into on account of the \$20,000 assigned to Minnesota for the fiscal year ending June 30, 1883. Act of August 7, 1882.

C.—Statement of contracts entered into, payable from special deposits by individuals, for the fiscal year ending June 30, 1883, including contracts not closed at date of last annual report.

In regard to future surveying operations in this district, I would repeat the opinion expressed by me in my letter of June 25, 1883, transmitting the estimate of the appropriation necessary for the surveying service, that "the best interests of the Government will be subserved by a speedy survey of the timber lands in this State, and their disposal at public sale." As the value of these lands consists almost entirely in the timber upon them, it is believed that in very rare instances are they sought for for actual settlement and cultivation, and in my judgment they should be exempted from the operations of the pre-emption and homestead laws, and immediate action should be taken by Congress for their disposal at an appraised valuation, under such regulations and restrictions as they may deem proper.

In view of the character of the unsurveyed portion of the State, and the distance which men and supplies have to be transported, involving a large expense of time and money, I deem the rates for surveys, stated in my estimate of June 25, to be as low as good and faithful work can be afforded.

All of which is respectfully submitted.

Very respectfully, your obedient servant,

MARTIN S. CHANDLER,
United States Surveyor General.

Hon. N. C. McFARLAND,
Commissioner of the General Land Office, Washington D. C.

A.—Statement of contracts entered into by the surveyor general of Minnesota on account of the \$16,000 assigned to Minnesota for the fiscal year ending June 30, 1882. Appropriation of \$300,000. Act of March 3, 1881. Contracts not closed at date of last annual report.

Name of deputy.	Date of contract.	Description of work.	Estimated liability.	Amount paid.	Condition of work.
Mahlon Black	June 30, 1881	The 1 st W. 12 th lot bet 62 nd and 63 rd Minnesota. The subdivision and meander lines in T. 71 N., R. 23 W., and T. 70 N., in R. 25, 26, and 27 W. of fourth principal meridian, Minnesota.	\$3,100 00	\$2,974 06	Surveys completed and approved; diagrams and field notes transmitted.
George F. Hamilton...	Feb. 3, 1882		1,400 00	1,150 87	Surveys completed and approved; plats and field notes transmitted.
Joel R. King.....	Feb. 10, 1882	Rang N. 27 th and 28 th in T. 150 N., R. 26, meander in, Minn.	3,000 00	2,708 19	Do.
George R. Struts	June 22, 1882 (No. 24.)	The line meander in, Minn.	700 00	681 26	Do.
Do	June 22, 1882 (No. 25.)	The subdivision and meander lines in T. 61 N., R. 12 and 14 W. of the fourth principal meridian, Minnesota.	1,250 00	886 06	Surveys completed; plat and field notes of T. 61, R. 14, transmitted.

MARTIN S. CHANDLER,
Surveyor General.

SURVEYOR GENERAL'S OFFICE,
Saint Paul, Minn., July 28, 1882.

PUBLIC LANDS.

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15.—Statement of amounts entered into by the surveyor general of Minnesota on account of the \$50,000 assigned to Minnesota for the fiscal year ending June 30, 1883. Appropriation of \$400,000. Act of August 7, 1882.

Name of deputy.	Date of contract.	Description of work.	Estimated liability.	Amount paid.	Condition of work.
Elu W. Griffin.....	Sept. 25, 1883	The ninth correction line from the southeast corner of T. 65 N., R. 12 W., west through R. 12, 13, 14, 15, 16, 17, 18, at via the east and north boundaries of T. 68 and west boundaries of T. 64 N., R. 16 W.; T. 64 N., R. 16 W., the southwest and north boundaries of T. 65 N., R. 16 W., and the south and north boundaries of T. 68 N., R. 18 W.; also the subdivision and meander lines of T. 63 and 64 N., R. 15 W., T. 64, R. 16 W., and T. 65 N., R. 17 and 18 W., of the fourth principal meridian, Minnesota.	\$5,500 00	.....	Deputy in the field; no returns.
George E. Stenutz	Sept. 28, 1883	The subdivision and meander lines in T. 60 and 61, R. 15, and T. 64, R. 16 W., of the fourth principal meridian, Minnesota.	1,300 00	\$603 12	Deputy reports surveys completed; plats and field notes of T. 60 and 61, R. 15, transmitted.
Jewett McPherson	Dec. 23, 1883	..... and 5 W.; and T. 64 and 15th principal meridian, Minnesota.	2,708 00	.....	Deputy reports surveys completed.
Thomas Ross	Jan. 13, 1883	.....	1,308 00	1,257 22	Surveys completed and approved; plats and field notes transmitted.
George F. Hamilton.....	Feb. 21, 1883	.....	4,500 00	.....	Deputy in the field; no returns.
Thomas Ross	Apr. 20, 1883	..... and the subdivision and meander lines in T. 61 N., R. 19 W., T. 60 and 61 N., R. 20 W., and T. 61 and 62 N., R. 22 W., of the fourth principal meridian, Minnesota.	2,000 00	.....	Deputy now in the field; no returns.

MARTIN S. CHANDLER,
Surveyor General.

SURVEYOR GENERAL'S OFFICE,
Saint Paul, Minn., July 28, 1883.

C.—Statement of contracts entered into by the surveyor general of Minnesota for the survey of public lands and payable from special deposits by individuals for the fiscal year ending June 30, 1883, including contracts not closed at date of last annual report.

Name of deputy.	Date of contract.	Description of work.	Amount of deposit for field work.	Cost of survey.	Condition of work.
Jewett McPherson	Jan. 24, 1882	North exterior line and subdivisions T. 50 N., R. 6 W., fourth meridian.	\$800 00	\$1,089 30	Survey completed and approved; plat and field notes transmitted.
Richard Cronk	Jan. 30, 1882	East, west, and north exterior lines and subdivisions T. 40 N., R. 6 W., fourth meridian.	1,000 00	1,306 83	Do.
George R. Stuts	Mar. 2, 1882	East exterior line T. 61 N., R. 23 and sec. 3, 14, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 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I.—REPORT OF THE SURVEYOR GENERAL OF MONTANA.

UNITED STATES SURVEYOR GENERAL'S OFFICE,
Helena, Mont., July 21, 1883.

SIR: In accordance with instructions in your letter E, dated April 19, 1883, I have the honor to submit my annual report of surveying operations in the district of Montana for the fiscal year ending June 30, 1883.

Statements A and B, which form a part of this report, are as follows:

A.—Showing contracts under the appropriation for the public surveys in the Territory of Montana during the fiscal year ending June 30, 1883.

B.—Showing contracts let during the fiscal year ending June 30, 1883, for the survey of public lands in Montana Territory, and payable from the fund of "special deposits by individuals."

There have been no deposits made by any railroad company for surveys in this Territory.

The tabular statements other than these have been omitted in accordance with your instructions, but the substance of what has usually been set forth in those statements will be referred to in the text of this report.

Eight contracts were let during the year, under the appropriation of \$30,000 to Montana, of which one, No. 126, of \$3,500, was to cover the unfulfilled portion of No. 120, which has been canceled. Of these only one, No. 115, has been approved and the plats filed. The notes of four other contracts, two of them in full and two only in part, are now in this office in various stages of completion. The notes of the remaining three have not yet come in, and I have granted the deputies more time for the return of their notes to this office.

Fourteen contracts were let, chargeable to the fund of "special deposits by individuals," aggregating \$19,385. Seven of them have been completed, approved, and the plats filed in the proper local land offices. The field notes of six more have been returned to this office and are now being worked up as rapidly as possible. One contract has not yet been executed, as it was let only last month.

There was one contract, No. 123, for the survey of a fractional township at the old Crow Indian Agency, which was let at a per diem compensation, to be paid from an additional appropriation assigned to Montana for that purpose. The survey has been approved and the plats filed in the land office.

The status of the office work on the various contracts, with reference to their amounts, is as follows:

The work has been entirely completed, i. e., accounts approved and plats filed on contracts amounting to \$24,230. The notes of contracts amounting to \$10,000 are in the office, some of them nearly completed, and \$16,850 worth are still in the hands of the deputy surveyors. This makes a total of \$51,080 for the year, and I would here call attention to the comparatively small appropriation for office work and the impossibility of conducting the business of this office in a satisfactory manner with the present appropriation for clerk hire. For the year ending June 30, 1882, the appropriation for surveys was \$20,000, and for office work \$5,000. For the year just ended they were \$30,000 and \$6,000, respectively, and with the reduction in rates the same amount would pay for nearly 50 per cent. more work in the field than formerly, so that with the appropriation of \$30,000, more than double the work was executed than during the previous year, involving double the office work, while only \$1,000 additional was provided to pay for it. The natural result is that the office work on last year's contracts is unavoidably about three months behind, and this work stands in the way of the present year's work, and while the appropriation for the current year has been increased to \$8,000 for clerk hire, it ought to be at least \$10,000, to enable me to bring up the arrears of work; otherwise the business of this office is bound to be still further behind at the end of the present fiscal year.

In justice to deputy surveyors, whose pay for surveys is now so small that they cannot make a fair living, provision ought at least to be made for the rapid execution of the work on their contracts after reaching this office, in order that there may be no unnecessary delay in sending their accounts to the Department for payment. It seems as if the appropriation for office work has been determined without due regard to the amount apportioned for surveys, and this is manifestly unjust.

A summary of the work accomplished during the year is as follows: Number of plats made, 641; letters received, 885; letters written, 1,718.

The number of miles surveyed, that is, approved by the surveyor general during the year, is as follows:

	Miles.	Chs.	Lks.
Meridian lines	54	35	20
Standard lines	48	38	64
Township lines	564	57	59
Section lines	3, 192	60	27
Meander lines	164	60	35
Connection lines	7	51	65
Total.....	4, 032	63	70

There were 59 townships subdivided, 12 of which were fractional. There have been no private claims surveyed. The amount of \$20,983.48 was deposited for field work on township surveys under the special deposit system, and \$1,330 for the office work on same.

MINERAL SURVEYS.

During the fiscal year 103 orders for survey were issued and \$3,045 deposited for office work thereon; 133 surveys of mining claims, lodes, mill-sites, and placer have been examined, copied, and approved. I find this work requires more care and attention than the ordinary business, and I would again recommend that surveyors general be allowed a fee of \$5 for each mineral survey examined, as was advised by the convention of surveyors general which met at Salt Lake City in October, 1890. Your predecessor, Commissioner Williamson, approved the allowance of this fee, saying that no work requires more care than the examination of mineral surveys, and as no difference is made in the compensation of surveyors general in mineral and non-mineral districts, the justice of the recommendation is obvious, while the fee would entail no expense upon the Government, it being paid by the applicant for survey. This branch of the business of the office is additional labor which was not contemplated when the salary of a surveyor general was fixed, and it seems no more than right that a portion of the amount deposited for office work on mineral surveys should be paid to the surveyor general.

The work connected with mineral surveys is well in hand, with the exception of the preparation of connected sheets, which had never been attempted when I took charge of this office. Since that time a number have been completed, principally in the vicinity of Butte, but there are a great many to be platted still. This would come under the head of completing and arranging the records of this office, for which I have asked an appropriation in my annual estimate, and I hope that the pressing necessity of this allowance will be recognized.

I pass next to the condition of the mining industry in this Territory, and while its future looks flattering and the increase in production has been large, yet the development of the newer mining districts has not been what was anticipated during the past year; but with railroad communication, which has just been established as far as Helena, there is sure to be a much greater activity in mining the coming year. Lodes which produced only slightly or such low-grade ores as could not be profitably worked under the old high rates for transportation will now come to the front and produce largely. Butte is still the banner district of the Territory, having produced more than five-ninths of the total value of gold and silver, besides a large amount of copper and lead, the value of which has not been estimated. There have been numerous discoveries in that camp during the year, and in a quiet way the work of development goes on, exposing almost daily large ore bodies of remarkable richness in the old mines, while others, which were heretofore in the list of non-producers, have proved themselves very valuable properties.

The impossibility of proceeding with their applications for patent has prevented many claimants of lodes in the Clarke's Fork district from prosecuting work upon their mines up to this time, but since the decision from the honorable Secretary of the Interior that the ceded lands of the Crow Indian reservation became public lands from the date of the act ratifying the agreement with said Indians, and that applicants for mineral surveys are entitled to proceed at once, there has been a noticeable activity in development, and another season will probably place that district among the producers.

The district surrounding Glendale and Hecla, in the southwestern portion of the Territory, is a large producer, and as transportation facilities are afforded to that locality by the Utah and Northern Railroad, constant shipments are readily made. This will be the case with numerous other localities which are now idle as soon as they are provided with rail communication.

In Deer Lodge County, in the neighborhood of Phillipsburg and Cable, several gold-bearing lodes are producing regularly.

A number of mining districts in Lewis and Clarke and Jefferson Counties continue to produce about the same as usual.

Considerable development has been made near Marysville, in the Drumlummon mine and others, and as the Northern Pacific Railroad is now in operation to Helena a greater activity and production is expected in this immediate vicinity.

Placer mining is more active in nearly all parts of the Territory, and many bars are now being worked over a second and even a third time, and with the aid of new and improved hydraulic machinery are proving quite remunerative.

During the fiscal year there has been received at the United States assay office, Helena, Mont., \$645,869.92 in gold and silver bullion. The production at Butte in the same time has been about \$4,930,000 (estimated). The other districts of the Territory have produced about \$3,800,000, which includes the above amount received at the United States assay office, and the total production of the Territory is therefore about \$8,730,000 in gold and silver alone.

Coal of excellent quality has been discovered near Bozeman, and also in the Bull Mountains, about 35 miles north of Billings. When these and other localities are more fully developed, all the coal that can be consumed in this Territory will probably be produced.

The coal fields near Billings, to which the Northern Pacific Railroad is now building a branch line, are reported to be very extensive deposits, and coking coal of a very fine quality has been discovered there. This will prove a valuable acquisition and will be utilized by the railroad and probably by manufactories and smelters.

The stock interests of this Territory have increased largely in the past year, and many new ranges of the best grazing lands have been occupied and are now productive.

I give below the assessed valuation of some of the leading kinds of taxable property in Montana Territory for the year 1882. As the Territorial auditor's report is for the calendar year, I cannot give the valuation at the present time, but it is much larger than that shown in the table. The increase over 1881 in the value of cattle and sheep has been over \$1,125,000:

Table of taxable property from the auditor's report for 1882.

Taxable property.	Number.	Value.
Acres of land and improvements	516, 101	\$4, 476, 118
Town lots and improvements	7, 193	4, 163, 618
Horses	67, 802	3, 197, 020
Mules and asses	1, 958	143, 518
Sheep	362, 776	1, 018, 124
Cattle	287, 210	4, 699, 812
Hogs	7, 101	45, 249

This shows an increase in value over the previous year, in the same articles of over \$4,000,000.

I estimate the population at about 75,000, and the increase in the past year, which has been about 20,000, is made up principally of agriculturists and stock-raisers, a class which is constantly adding to the permanent wealth of the Territory. Many would consider this estimate of population to be too low, judging from the vote cast for Delegate to Congress last November, which was 23,318.

The agricultural valleys of the eastern portion of Montana are undoubtedly settling up rapidly, and if surveys could only be extended to keep pace with the demand the immigration would be still larger.

The sales of public lands have been much larger than in any previous year, and still there is room for a very large increase in population; and in the interests of this Territory I have endeavored to impress upon you the necessity for more extended surveys. If the appropriations were made larger each year, so that the principal lines might be extended over the whole Territory and the greater portion of the township lines run, it would enable a great many settlers to secure subdivisional surveys by the special deposit system. The rates are now so low that deputy surveyors receive a very poor compensation for their labor, and it is almost impossible to let any contracts for isolated townships or those remote from other surveys. In several cases the settlers have paid the surveyor something additional in order to secure the survey, and the universal statement of the most reliable deputy surveyors, backed up by facts and figures, is that the unsurveyed portion of Montana is of so rough and broken a character that it cannot be surveyed at the present rates.

In conclusion I would state that the development and growth of the Territory has been most encouraging in the past year, not a little of which is due to the progress of the Northern Pacific Railroad in opening up this vast section of new country. Said railroad reached Helena from the east June 12, and is now extended some 15 miles west

of here, while the western terminus is some 10 miles east of Missoula, leaving a gap to be closed of about 100 miles, and this will be accomplished by September 1.

The Utah and Northern branch of the Union Pacific Railroad has been extended to a junction with the line of the Northern Pacific Railroad, at a point about 45 miles west of Helena, and when the latter is completed we shall then have two lines of railroad and an outlet in three directions. The Northern Pacific Railroad Company are at work building the branch line to the Yellowstone National Park from Livingstone on the main line; and a branch to the coal fields and Fort Benton, at the head of navigation on the Missouri, is also in course of construction.

The beginning of the railroad era is at last upon us, and we may reasonably expect a much more, rapid growth in the future than there has been in the past, and with our varied natural advantages, the opportunities for the initiation of new enterprises, and the extension of old industries, it can certainly be asserted, and is susceptible of proof, that Montana is destined to be one of the greatest and most flourishing of all the Western States.

Very respectfully, your obedient servant,

JOHN S. HARRIS,
United States Surveyor General for Montana.

Hon. N. C. McFarland,
Commissioner.

A.—Showing contracts under the appropriation for the public surveys in the Territory of Montana during the fiscal year ending June 30, 1883.

No.	Date.	Deputy surveyor.	Amount.
1882.			
114	Aug. 31	David E. Folsom	\$1, 750
115	Aug. 24	Willis D. Chapman and John P. Thompson	4, 000
116	Aug. 25	George H. Robinson	4, 050
117	Aug. 25	Willis D. Chapman and John P. Thompson	3, 500
118	Aug. 26	Philip M. Gallaher....	6, 600
119	Sept. 2	Elmer C. Towne	5, 120
120	Sept. 15	Rodney W. Page	4, 900
Total.....			30, 000
1883.			
126	June 8	Rodney W. Page (in lieu of No. 120, partly canceled)	3, 500

JOHN S. HARRIS,
Surveyor General for Montana.

B.—Showing contracts let during the fiscal year ending June 30, 1883, for the survey of public lands in Montana Territory, and payable from the fund of "special deposits by individuals."

No.	Date.	Deputy surveyor.	Amount.
1882.			
106	July 10	James M. Robertson	\$1, 275
107	July 15	Willis D. Chapman	2, 615
108	July 24	George H. Robinson	2, 190
109	July 27	.....do	2, 910
110	July 28	Philip M. Gallaher.....	5, 085
111	July 28	George H. Robinson	2, 620
112	Aug. 5	Herbert P. Rolfe.....	50
113	Aug. 19	James M. Page	820
121	Sept. 30	John M. Marsh	55
122	Nov. 3	Albert B. Knight	375
1883.			
124	Mar. 1	James M. Page	300
125	Mar. 22	John W. Dewey	50
127	May 25	Herbert P. Rolfe.	540
131	June 23	John W. Wade	300
Total.....			19, 385

JOHN S. HARRIS,
Surveyor General for Montana

J.—REPORT OF THE SURVEYOR GENERAL OF NEBRASKA.

UNITED STATES SURVEYOR GENERAL'S OFFICE,
Plattsmouth, Nebr., July 28, 1883.

SIR: As directed in your letter of June 15, 1883, I have the honor to submit herewith (in duplicate) my annual report of surveying operations in this district for fiscal year ending June 30, 1883.

SURVEYS.

The surveys contracted for out of apportionment to this district of appropriation for public surveys for fiscal year 1882 have all been completed, and returns of the same made to the Department.

Contracts for surveys under appropriation for public surveys for fiscal year 1883 were entered into later in the season than usual, in consequence of the late date of appropriation for said year.

The field work under Contract No. 12, dated August 29, 1882, was commenced last fall, and completed early this season. The deputy, under Contract No. 13, dated September 14, 1882, did not commence his work until May, 1883, and is still in the field. He will probably complete his work early in August. Partial returns have been received under both contracts named above, and returns have been made to the Department of all received under Contract No. 12.

Full returns have been received under all contracts chargeable to special deposits under section 2401 of the United States Revised Statutes.

There have been 115 townships surveyed during fiscal year, aggregating about 6,907 miles of surveys.

The aggregate of special deposits for surveys, under section 2401 of United States Revised Statutes, for fiscal year 1883 was \$9,822.65.

OFFICE WORK.

The field notes of the retracing of 157 miles, 11 chains, and 81 links of standard lines and State boundary; the survey of 473 miles, 34 chains, and 66 links, and the retracing of 197 miles, 4 chains, and 13 links of exterior township lines have been examined and approved, and diagrams and transcripts of field notes have been made and transmitted to the Department.

The field notes of the survey of 4,415 miles, 21 chains, and 61 links of the subdivision lines and meanders have been examined and approved, and transcripts thereof and duplicate plats made and transmitted to the Department.

There have been 290 township plats made during fiscal year, and triplicate plats and descriptive lists of soil, corners, &c., of 81 townships have been transmitted to local land office.

The aggregate of special deposits for office work, under section 2401 of United States Revised Statutes, during fiscal year was \$350.

The office work on special deposit Contract No. 6 is completed, except triplicate plats and descriptive lists; and complete returns were transmitted July 10. A large portion of the office work has also been done on special deposit Contract No. 8.

The usual variety and amount of miscellaneous work has been done during the year.

My estimate for expenses of office for fiscal year 1885 was transmitted June 29, 1883.

Contract No. 13, of date September 14, 1882, included all the remaining unsurveyed public lands of the State not already under contract, except military and Indian reservations; hence, when this contract is completed, unless the Indian title to tract of country south of the forty-third parallel, and bounded by Missouri, Niobrara, and Keya Pahu rivers, attached to the State of Nebraska by act of Congress approved March 28, 1882, should be extinguished, there would remain after the close of the present fiscal year little more for this office to do than to close up its affairs and discontinue. This could probably be accomplished during fiscal year 1885.

There will be considerable work to be done in completing, arranging, indexing, and

binding records, supplying copies or missing plats and diagrams, and in preparing a sectional map of Nebraska, showing completion of surveys—if so directed by the Department—after all the office work on surveys has been completed, preparatory to handing the records over to the State authorities; and I would therefore respectfully recommend that a sufficient appropriation be made by Congress to cover all such extraordinary contingent expenses, as well as for salaries of a sufficient force to complete said work, as provided for in my estimate for fiscal year 1885, transmitted June 19, 1883.

In conclusion, I have the honor to call your attention to the following tabular statements accompanying this report:

A.—Statement showing the condition of the public surveys, under apportionment to this district, of appropriation for public surveys for fiscal years 1882 and 1883, and under special deposits by individuals for public surveys under section 2401, United States Revised Statutes.

B.—Statement showing contracts entered into and the condition of the public surveys, under special deposits by individuals for public surveys, and under apportionment to this district of appropriation for public surveys for fiscal year 1883.

Respectfully submitted.

D. V. STEPHENSON,
United States Surveyor General, Nebraska and Iowa.

Hon. N. C. MCFARLAND,
Commissioner of the General Land Office, Washington, D. C.

REPORT OF THE SECRETARY OF THE INTERIOR.

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PUBLIC LANDS

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B. — Contracts entered into, and the condition of the public surveys under special deposits by individuals, made in conformity to the provisions of section 2401 of the Revised Statutes of the United States, and under apportionment to this district of appropriation for public surveys for fiscal year 1888.

Names of contractors.	No. of contract.	Date of contract.	Amount and locality of field work.	Estimated cost.	Names of depositors and apportionment of appropriation.	Amount of deposit.	Condition of work.
G. E. Keumber	10	1882. July 5	All north of base line and west of sixth principal meridian. Necessary retracing of exterior lines and the subdivision lines of T. 28, R. 33, 34, and 41; T. 27, R. 34, 39, 40, 41, 42, 43, and 44; and T. 28, R. 36, 37, 38, 39, 40, 41, 42, 43, and 44.	\$6,120 00		\$6,120 00	Field work completed, and full returns made to this office.
E. A. Carter	11	July 10	Exterior lines of T. 23 and 24, and interior boundaries and the subdivision lines of T. 27, 28, 31, and 32; R. 34, T. 28, 29, and T. 28, R. 37.	7,920 00		7,920 00	Field work completed, and returns made to this office.
Stephen C. McElroy ..	12	Aug. 29	All the 34 and 35, and exterior lines of T. 28, 29, 30, 31, and 32, and T. 28, R. 37.	5,000 00	By apportionment to this district of appropriation for public surveys for fiscal year 1888.	15,000 00	Field work completed, and partial returns made.
George W. Fairfield ..	13	Sept. 14	Ext 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.	7,500 00			Party in the field, partial returns made.
				2,500 00			

K.—REPORT OF THE SURVEYOR GENERAL OF NEVADA.

UNITED STATES SURVEYOR GENERAL'S OFFICE,
Reno, Nev., July 6, 1883.

SIR: In compliance with your instructions of April 19, 1883, I have the honor to submit the following report, in duplicate, of the operations of this office during the fiscal year ending June 30, 1883, with accompanying statements relative to the surveying department.

* * * * *

A.—Statement of contracts entered into by the United States surveyor general, under the appropriation act of August 7, 1882, for the fiscal year ending June 30, 1883.

B.—Statement of contracts entered into by the United States surveyor general for Nevada under special deposits by individuals, under sections 2401, 2402, and 2403, Revised Statutes, for the survey of public lands in Nevada, including uncompleted contracts for the year ending June 30, 1882, and for the year ending June 30, 1883.

The operations of the surveying service for the district of Nevada for the fiscal year ending June 30, 1883, have been confined to agricultural, grazing, mineral, and timber lands, principally under the special deposit system by individuals, under the provisions of sections 2401, 2402, 2403, Revised Statutes, as amended by the act of March 3, 1879.

There were at the end of June, 1882, twelve uncompleted contracts, and there were let during the year ending June 30, 1883, contracts under special deposits, seventeen, and under the appropriation, three; leaving at the end of the fiscal year nine uncompleted contracts. The returns for the year include two hundred and sixty-four townships, giving an area of 5,551,368.53 acres of agricultural and grazing land; 169,514.70 acres of mineral land; 40,941.46 acres of reservation; 19,130.46 acres unsurveyed; making a grand total of 5,780,955.15 acres. The number of miles run and marked in the field was 18 miles, 24 chains, 44 links of State line; 245 miles, 25 chains, 44 links of standard lines; 12 miles of base lines; 30 miles, 6 chains, 27 links of meridian lines; 868 miles, 29 chains, 10 links of township lines; 15,024 miles, 13 chains, 85 links of section lines; 6 miles, 58 chains, 45 links of reservation lines; 38 miles, 27 chains, 50 links of meander lines; 86 miles, 72 chains, 47 links of connecting lines; making a total of 16,330 miles, 17 chains, 52 links.

There were deposited for the survey of public lands, by individuals, under sections 2401, 2402, 2403, Revised Statutes, \$128,361.01, and for office work for the same, \$10,190. There were sixty-one applications for mineral claims, embracing an area of 697.27 acres, and deposits for the same, \$1,870. The number of plats made in the office during the fiscal year was 1,061; all of which, with transcripts of field notes, have been forwarded to Washington and approved, and the triplicate plats filed in the United States land offices at Eureka and Carson.

Pursuant to appointment, I relieved E. S. Davis, surveyor general, on the 25th of May, and receipted to him for the public property connected with the office on the 26th.

Having taken possession at a date so near the close of the fiscal year, I am able to add but little in explanation of the work of that period other than is contained in the several schedules of statistics herewith accompanying this report.

During the past year the State has not been as prosperous as in the palmy days, for our bullion output has been less than usual, on account of the immense amount of "dead work" found necessary in order to place the mines in condition for vigorous prospecting on the lower levels. This period has arrived and such work is now being done on the Comstock lode as was never known before, and there is a hopeful possibility of "bonanzas" being discovered in some of the mines. In other portions of the State the mining industry is reasonably prosperous, and most encouraging of all is the immense amount of prospecting being carried on, the results of which will demonstrate in time that mining in Nevada is but in its infancy. An increased interest is being taken in the search for copper, indications of valuable ledges having been found in Elko, Humboldt, Washoe, Esmeralda, and other counties. The borax prospects in Esmeralda County are brighter than ever before.

The agricultural outlook of the State is exceedingly encouraging. A larger area than ever is under cultivation and the most bountiful harvest in the history of the State will be the result. Farm hands are in demand in every section at from \$40 to \$50 per month, but even at such wages considerable difficulty is experienced in securing this class of help. Five hundred men are wanted at this immediate time.

The stock raising interest has prospered amazingly during the past year. More than 50,000 beef cattle were shipped from this State to the California and Eastern markets during the past season, and the future is full of promise to all connected with the industry, for the successful prosecution of which no State or Territory on this great Western expanse offers greater attractions than Nevada.

Improved methods of reducing base ores, better and cheaper means of transportation, both of which are close at hand, taken in conjunction with the natural progress certain in agricultural and stock raising pursuits, joined with the help and wealth to flow from the vast immigration certain to come to this greatest undeveloped and most favored section of the Union, insures Nevada a reasonably prosperous condition for all time to come, and thereby an important factor in the general welfare of all.

Very respectfully,

C. C. POWNING,
United States Surveyor General of Nevada.

Hon. N. C. MCFARLAND,
Commissioner of the General Land Office,
Washington, D. C.

A.—Statement of contracts entered into by the United States surveyor general for Nevada with deputy surveyors for the fiscal year ending June 30, 1883, and payable out of the appropriation.

No.	Deputy.	Date of contract.	Location of field work.	Meridian.	Amount of contract.	Returned amount.
162	Bell and Bell	Mar. 1, 1883	Run, measure, and mark all lines necessary to complete the exterior and subdivision lines of T. 21 N., R. 56, 57, 58, 59 E.; T. 22, 23, and 24 N., R. 57, 58, 59 E.; T. 25 N., R. 59 E.; T. 21, 22, 23, and 24 N., R. 60, 61, 62 E.; and the subdivisions of T. 22 N., R. 56 E.*	Mount Diablo.	\$8,000 00	.....
163	Smylea and Fitzpatrick.	Mar. 10, 1883	Run, measure, and mark all lines necessary to complete the exterior and subdivision lines of T. 43 N., R. 46, 47, and 48 E.; T. 44 N., R. 44, 45, 46, 47, 48, 49 E.; T. 45 N., R. 39, 40, 41, 42, 43, 44, 45, 46, 47, 48 E.; T. 46 and 47 N., R. 42, 43, 44 E.*	....do	7,500 00	.....
164	Stewart and Morrison.	Mar. 21, 1883	Run, measure, and mark all lines necessary to complete the exterior and subdivision lines of T. 11, 12, 13, 14, 15 N., R. 37 E.; T. 13, 14, 15 N., R. 38 E.; T. 15 N., R. 39 E.†	....do	4,000 00	\$4,010 39

* Incomplete.

† Completed.

B.—Statement of contracts entered into by the United States surveyor general with deputy surveyors for the survey of public lands in Nevada during the fiscal year ending June 30, 1883, and payable from special deposits by individuals under sections 2401, 2402, and 2403, Revised Statutes, including contracts incomplete June 30, 1882.

No.	Name of deputy.	Date of contract.	Location of field work.	Meridian.	Amount of contract.	Returned amount.	Name of depositor.
127	J. M. Brant and W. H. Proctor.	Apr. 10, 1881	and 21 S. T. 22 23 S. †	Mount Diablo.	\$7,782 00	\$4,707 00	
131	W. D. Minckler.	Sept. 30, 1881	Run all lines necessary to complete the exterior and subdivision lines of T. 46 and 47 N., R. 38, 40, and 41 E.	do	5,000 00	4,705 79	
133	F. G. Ward	Oct. 16, 1881	Run all lines necessary to complete the exterior and subdivision lines of T. 45 N., R. 38 E., T. 46 N., R. 35 and 36 E.; T. 47 N., R. 35 and 37 E.	do	4,148 75	4,140 75	
136	Kirk W. Taylor	Apr. 11, 1882	Run all lines necessary to complete the exterior and subdivision lines of T. 22 N., R. 22 E., T. 23 N., R. 21 and 22 E.; T. 22 N., R. 21 and 22 E.	do	5,245 20	5,253 80	J.
137	T. E. Stewart and G. W. Coakling, Jr.	May 15, 1882	Run all lines necessary to complete the exterior and subdivision lines of T. 1 and 2 N., R. 23 E., T. 2 and 3 N., R. 24 E.; T. 20 and 21 N., R. 21 E.; T. 22 N., R. 20 and 20 E. †	do	4,227 75	4,227 75	
138	E. L. Bridges	May 25, 1882	Run all lines necessary to complete the exterior and subdivision lines of T. 18, 19, 20, 21, 22 N., R. 40 E.; T. 18, 20, 21, 22 and 23 N., R. 41 E.; T. 21 N., R. 42 E.	do	5,400 20	5,400 20	
139	W. H. Myrick	May 29, 1882	Run all lines necessary to complete the exterior and subdivision lines of T. 17 S., R. 67 E., T. 18 S., R. 64 and 67 E.; T. 19 S., R. 64 E.; T. 18 S., R. 64 and 66 E.; T. 2 N., R. 65, 66, 67 E.; T. 3 N., R. 65, 66 E.	do	9,458 64	9,458 64	
140	E. B. Monroe and E. C. McCullum.	June 12, 1882	Run all lines necessary to complete the subdivision lines of T. 26 N., R. 54, 55, 56, 61 E.; T. 27 N., R. 55, 56, 60 and 61 E.; T. 28 N., R. 55, 56, 60 and 61 E.; T. 28 N., R. 55, 56, 61 E.; T. 30 N., R. 60 and 61 E. †	Mount Diablo.	8,114 78	4,114 78	B. Bridges.

No.	Name	Date	Description	Acres	Value
141	T. A. Magee	June 21, 1882	Run all lines necessary to complete the exterior and subdivision lines of T. 20 S., R. 64 E.; T. 21 S., R. 65 E.; T. 17 S., R. 63 and 66 E.; T. 18 S., R. 57 and 59 E.; T. 25 and 26 S., R. 61, 62, 63, 64, and 65 E.*	10, 100 11	7, 927 48
142	F. G. Ward	June 26, 1882	Run all lines necessary to complete the exterior and subdivisions of T. 22 and 24 N., R. 21 E.; T. 23 and 26 N., R. 20 and 21 E.; T. 27 and 24 N., R. 20 E.; T. 23 N., R. 21 and 22 E.*	7, 561 68	7, 561 68
144	W. D. Minchler	June 26, 1882	Run all lines necessary to complete the exterior and subdivision lines of T. 4 N., R. 24, 23, and 24 E.; T. 3 N., R. 23 E.; T. 27 N., R. 21 E.; T. 40 N., R. 20 E.*	5, 485 92	4, 805 92
145	W. H. Myrick	July 11, 1882	Run all lines necessary to complete the exterior and subdivision lines of T. 5 N., R. 22, 23, and 24 E.; T. 21 S., R. 63 E.; T. 19 N., R. 67 E.; T. 27 and 28 S., R. 62, 63, 64, and 65 E.*	6, 415 00	.....
146	Stewart and Conkling	July 12, 1882	Run, measure, and mark all lines necessary to complete the exterior and subdivision lines of T. 21, 22, and 23 N., R. 27, 28, and 25 E.; T. 24 and 25 N., R. 20 and 25 E.*	7, 943 28	7, 943 28
147	Bell and Bell	July 15, 1882	Run, measure, and mark all lines necessary to complete the exterior and subdivision lines of T. 21, 22, 23 N., R. 23, 25 E.; T. 24 and 25 N., R. 20 and 25 E.*	6, 444 30	6, 444 30
148	E. W. Taylor	July 15, 1882	Run, measure, and mark all lines necessary to complete the exterior and subdivision lines of T. 21 N., R. 36 and 37 E.; T. 22, 23, 24, 25 N., R. 36 and 37 E.*	5, 712 76	5, 222 76
149	T. A. Magee	July 12, 1882	Run, measure, and mark all lines necessary to complete the exterior and subdivision lines of T. 21 S., R. 63 E.; T. 22, 23, and 24 S., R. 62, 63, and 64 E.; T. 25 S., R. 67, 68, 69, and 60 E.; T. 26 S., R. 58 and 59 E.*	9, 140 00	.....

M. C. Millar

! No returns.



† Incomplete.

Completed.

B.—Statement of contracts entered into by the United States surveyor general with deputy surveyors for the survey of public lands in Nevada, &c.—Cont'd.

No.	Name of deputy.	Date of contract.	Location of land work.	Meridian.	Amount of contract.	Returned amount.	Name of depositor.
150	Fisher and Morrison.	July 21, 1892	com. T. 42 44, 41.	Mount Diablo	\$6,491 26	\$6,491 26	J.
151	W. H. Myrick.	July 22, 1892	Run, measure, and mark all lines necessary to complete the exterior and subdivision lines of T. 28 S., R. 40 E., T. 27 and 28 S., R. 60 and 61 E., T. 29 S., R. 61, 62, 63, 64, and 66 E.; T. 30 S., R. 62, 63, and 64 E.	do	7,480 00		J. Stokes, W. T. Bonney, W. J. Jordan, J. D. Landon, J. J. Bass, A. R. Sharp, J. Moskin, R. Chapin, C. Crocker, J. Ogilvie, M. A. Armstrong.
152	T. A. Magee.	July 24, 1892	Run, measure, and mark all lines necessary to complete the exterior and subdivision lines of T. 31 E., R. 63, 64, and 65 E.; T. 32 E., R. 64, 65, and 66 E., T. 33 S., R. 65 E.	do	2,510 00		W. K. Dennison, N. Bates, M. J. Bailey, G. F. Dawson, A. J. Rawles.
153	Snayles and Fitzpatrick.	July 26, 1892	Run, measure, and mark all lines necessary to complete the exterior and subdivision lines of T. 43 N., E. 49 and 60 E.; T. 46 and 47 N., E. 45, 46, 47, 48, and 49 E.	do	7,306 29	7,306 29	
154	N. L. Barden.	July 28, 1892	Run, measure, and mark all lines necessary to complete the exterior and subdivision lines of T. 3 and 4 E., R. 41 E., T. 5 S., R. 36, 39, 40, 41 E.; T. 6 S., R. 39, 40, and 41 E.; T. 7 S., R. 40 and 41 E.; T. 8 S., E. 41 E.	do	7,200 00	8,259 82	
155	G. E. Perrin.	July 30, 1892	Run, measure, and mark all lines necessary to complete the exterior and subdivision lines of T. 1, 2, 3, 4 S., R. 38, 39, and 40 E.	do	7,300 00		
156	E. L. Bridges.	July 29, 1892	Run, measure, and mark all lines necessary to complete the exterior and subdivision lines of T. 21 N., R. 39 E.; T. 22 N., R. 38 and 39 E.; T. 23 N., R. 39, and 40 E., T. 24, 25, and 26 N., R. 38 and 39 E.	do	6,017 85	6,017 85	J.
157	Monroe and McClellan.	July 29, 1892	Run, measure, and mark all lines necessary to complete the subdivisions of T. 25, 26, 27, 28, 29, and 30 N., E. 65 and 66 E.	do	6,908 40	5,262 40	J.
158	C. F. Putnam.	July 31, 1892	Run, measure, and mark all lines necessary to complete the exterior and subdivision lines of T. 1 N., R. 47 and 48 E.; T. 1 S., R. 48, 49 E.; T. 2 S., R. 49 E., T. 3 and 4 S., R. 42, 43, 44, 45 E.	do	7,900 00	8,748 81	S.

159	N. L. Houston	Aug. 2, 1862	Run, measure, and mark all lines necessary to complete the exterior and subdivision lines of T. 2 and 3 N., R. 46, 47, 48 E.; T. 4 N., R. 45, 46, 47, and 48 E.; T. 5 N., R. 46, 47, 48 E. †	.....do	7, 800 00	.....	F. Page, J. Habene, J. Rogers, G. Sinclair, D. R. Ryan, E. P. Sparhawk, J. Wilson, G. Lawrence, J. Abbott, J. Murphy, H. Hall, J. Riley, F. Cousins.
160	Preble and Thorburn.	Aug. 4, 1882	Run all lines necessary to complete the subdivision lines of T. 26, 27, 28, 29, and 30 N., R. 68, 69, 70 E. *	.....do	9, 757 91	9, 757 94	T. S. Brown, T. Grass, W. Lyttle, T. H. Steel, J. C. Mahoney, J. S. Hardwick, G. Crandall, J. Halbert, J. P. Murphy, J. Armstrong, J. S. Smith, W. Brown, T. Abbott, W. H. Jenkins, E. P. Hull, J. George, J. G. Gray, J. James, J. B. Ferguson, J. Conway.
161	C. F. Putnam	Aug. 5, 1882	Run, measure, and mark all lines necessary to complete the exterior and subdivision lines of T. 1 and 2 N., R. 49, 50, 51 E.; T. 3, 4, 5 N., R. 49 E.; T. 6 N., R. 46, 47, 48, and 49 E.; T. 7 N., R. 45 and 46 E. ‡	.....do	9, 000 00	.....	J. R. White, G. K. Beasley, M. Hines, J. O'Neil, T. Williams, G. K. Phillips, T. Burns, J. Hayne, E. A. Kelday, W. H. Howard, J. E. McCullough, W. Sutler, G. R. Weener, W. Harrison, L. Huber.

* Completed.

† Incomplete.

‡ No returns.

L.—REPORT OF THE SURVEYOR GENERAL OF NEW MEXICO.

UNITED STATES SURVEYOR GENERAL'S OFFICE,
Santa Fé, N. Mex., July 20, 1883.

SIR: In compliance with your letter of April 19, 1883, I have the honor to transmit, in duplicate, my annual report of the business of this office for the fiscal year ending June 30, 1883.

FIELD WORK.

During the year, of the work returned and dispatched, there have been surveyed, including retraced lines, under contracts entered into during the fiscal year, 136 miles, 29 chains, 79 links of meridian; 203 miles, 23 chains, 20 links of standard; 3,262 miles, 15 chains, 84 links of exteriors; 23,245 miles, 00 chains, 66 links of subdivisional; 63 miles, 63 chains, 68 links of boundary; 85 miles, 67 chains, 76 links of closings on parallels, and 3 miles, 69 chains of meander lines of the public surveys, the cost of which is shown by Exhibits A and B.

Of the work not returned at the date of my last report, but which has been returned and dispatched the past year, there were 334 miles, 16 chains, 49 links of meridian and standard; 35 miles, 75 chains, 23 links of boundary; 3,031 miles, 57 chains, 42 links of exteriors; 14,450 miles, 51 chains, 57 links of subdivisional; 20 miles, 54 chains, 35 links of meander lines, and 60 miles, 57 chains, 62 links of closings on parallels and connections with grant surveys. The boundary lines referred to as having been established were grant lines retraced and re-established where the same constituted in part the exteriors of fractional townships.

Exhibit A shows the condition of the work done under the regular Congressional appropriation for public surveys for the fiscal year, and Exhibit B shows the condition of such surveys made under the deposit system.

There were, during the year, 444 townships subdivided and returned, 97 mineral surveys made, and 12 private land claims surveyed, and two resurveyed or corrected surveys made thereof, involving the establishment of 193 miles, 34 chains, 84 links of boundary; 99 miles, 8 chains, 52 links of meander, and 20 miles, 62 chains, 16 links of connecting lines, so far as those returned and platted show in Exhibit C.

The total number of plats made during the year were:

Township plats of subdivisional work.....	1,758
Plats of exteriors	132
Townships replatted, showing conflict with grants	21
Grant plats	10
Township plats for Special Agent Eddy	50
Total	1,971

The aggregates of special deposits under sections 2401, 2402, and 2403, Revised Statutes, and for office work on mining claims during the year were:

For field work	\$256,526 54
For office work on public surveys	17,585 00
For office work on mining surveys, \$3,880, \$450 of which was refunded, leaving	3,430 00

There were no deposits for surveys by railroad companies.

Since the law of August 7, 1882, confining the use of certificates of deposit for public surveys to the land district in which the lands surveyed are situate, there have been but comparatively few deposits, the greater portion of the deposits reported having been made prior to August 7, 1882.

I see no good reason why such certificates should not also be received in payment for desert lands, and, if it meets with your views, I suggest that upon your recommendation Congress would likely authorize the same. In this Territory many settlers prefer to take the land under the desert act, and if they make the necessary deposit they cannot use the certificates for the purchase of their claims, but must dispose of

them at a discount to some pre-emptor or homesteader who desires to commute his entry.

I again renew my recommendation contained in previous reports, that in order to secure greater accuracy in the public surveys, and combine therewith an approximation to a thorough topographical and geological survey of each subdivision, that one or more topographers be furnished by the director of geological surveys to accompany each surveying party in the field and make such notes of the topographical and geological features of each section as they might be able to do without delaying the progress of the contract surveyors.

The topographer, acting for a different bureau, could also note the character of the work done by the deputy surveyor; in other words, would also act as inspector of surveys, thereby insuring accurate and substantial work.

The topographer could mess with the surveying party and avoid the expense of separate outfits.

The data gathered by both the deputy and topographer would be available to the draughtsmen in platting the work, and the lands could then be correctly classified as mineral or non-mineral, so that in the disposition of the lands those embracing coal or other mineral will not be sold as agricultural lands at the price of the latter, and in a few years subsequent have it discovered that the tract contained coal or other mineral deposits and should have been sold at the price of mineral lands instead of \$1.25 or \$2.50 per acre.

MINING.

This industry has made rapid strides in development in New Mexico since my last report, as shown by the increased number of surveys and large increase in the yield of bullion which is several times greater than that of any previous year. New discoveries are being made in various parts of the Territory, and in the older districts mining proprietors are settling down to legitimate mining on economic principles, and with the application of experience and modern machinery they find that it can be made to pay with greater certainty than through the means of exaggerative speculation.

Where this industry is engaged in with the exercise of reasonably good judgment or ordinary business tact and economy it will pay, and in many instances it will pay very largely.

The same extravagance that is customary to use in mining would render any business unprofitable.

PUBLIC LANDS.

The lands of New Mexico are principally adapted to stock raising, and the control or ownership of large tracts are deemed necessary by those engaging in that business. At a reasonable estimate it requires 10 to 15 acres to sustain one horse or steer, and where the settler is restricted to 160 acres ten or twelve head of stock would be the limit of his herd.

Water is scarce, and what there is should be utilized to induce the purchase of considerable tracts of land by stock raisers at a graduated price per acre by selling part of a spring or stream with a certain amount of land contiguous. The present system of disposing of the public lands is not suitable to New Mexico, as when the springs and streams are taken up by settlers the adjacent Government lands will be rendered unsalable except in localities where water for stock can be obtained by digging.

OFFICE WORK.

The arrears of work in this office have been lessened somewhat the past year, as nearly all of the private land claims which have been acted upon have been recorded, and the current work of the office, although very large, has been kept up as near as practicable.

There are about one hundred grants and eight hundred other Spanish and Mexican documents belonging to the old archive files that should be recorded and translated, so that in event of loss of the originals there may be a record of them. The new safe is large enough, and all of these old archives, including grants acted upon, are now kept therein, and are comparatively safe from loss by fire. Another safe is needed to insure the other important records from fire, and for which an appropriation has been made.

INCIDENTAL EXPENSES.

The whole amount estimated for incidental expenses should be appropriated, and had it not been for the deposits for office work for surveys, a part of which was applicable to contingent expenses, such as purchase of field-note books, stationery, &c., there would have been a deficiency each year the past two years, as \$1,500 is not enough to pay for the messenger, rents, lights, stationery, furniture, printing, blanks,

&c., and I trust that no reduction will be made in the amount asked for, as it is impossible to do with a less sum and properly conduct the public business. The rooms now occupied by the office are well lighted, airy, clean, and comfortable, and while the rent is \$75 per month, yet it includes the warming of the office by means of a furnace, thus saving about \$350 per annum in fuel, and reducing the rent of the office virtually to about \$550 per annum.

PRIVATE LAND CLAIMS.

The following private land claims have been filed during the past year, viz:

No. 192, Antonio Jacques *et al.*; No. 193, Santa Clara Pueblo; No. 194, Elquea Grant (refiled); No. 195, Sito de Navajo tract.

Testimony has been taken in a number of cases, and final action had in the following:

Reported No. 130, town of Albuquerque, approved.

Reported No. 131, Juan Pablo Martin, approved.

Reported No. 132, Antonio de Salazar, approved.

Reported No. 133, Antonia Rosa Lujan, approved.

Reported No. 134, San Mateo Spring, approved.

In the latter case four leagues square was claimed, but as the granting decree restricted the claim to one square league it was approved to that extent only.

The transcript in these cases will be forwarded as soon as they can be prepared. The case of (reported No. 117) Juan de Jesus Lucero, grant rejected in 1879, and reopened for the introduction of further testimony, has not been closed, as the parties are slow in introducing their evidence. I am convinced that the grant is a forgery, as shown on the face of the papers.

I again, for the eighth time, call attention to the unsatisfactory results of adjusting these grant titles under the present system. It is all important that Congress should fix a limitation of time in which all claims of this character should be filed and prosecuted and thereafter barred, and some more safe and speedy method should be provided for their adjudication, as the present one is unsatisfactory and unsafe, both for the Government and claimants.

As to the plan to be adopted I will reiterate the statement made in my last annual report, that, judging from the light of experience, I am of the opinion that a reference of these cases for adjudication to the district courts of the respective districts in which the lands may be situated would not be advisable; and while there are some arguments in favor of such a reference, I believe the results would not be as satisfactory as under the present system.

Some of the objections to that method are, that the court of adjudication should have direct and ready access to all the archives, it being frequently necessary on account of the antiquity of the title papers to introduce for purposes of comparison other original documents bearing the signatures of the same Spanish or Mexican officials whose signatures, or purported signatures, appear on the muniments of title in the case at bar, and the genuineness or falsity of these title papers is frequently necessarily determined by such comparison when there are no living witnesses familiar with the signatures of such officials to prove or disprove the genuineness of the same.

The evidence of the abandonment or fraudulent character of a grant may exist among the archives in documents having no direct connection with the case at bar in one district, and the same document may embrace evidence of a similar character, or reverse in another case pending in another district, and the document may be required in evidence in both district courts at the same time, or its existence may be known to one and unknown to the other, or may be unknown to either, unless direct and easy access to the archives can be had by the court. If these documents were sent back and forth from one district to another, or to and from the regular custodian of the same, they would be liable to be lost, and, if distributed among the several judicial districts, the evidence of legality or illegality of the documents in some particular case might be on file in another district than the one in which it might be required in evidence in such particular case.

The investigations of this office the past eight years have demonstrated that some of these alleged grants are forgeries, and a comparison of the signature of the governor on the alleged title papers with the signature of such officer proven and accepted genuine upon other documents in the archives, and the judgment of experts thereon is not unfrequently required to establish the character of the documents under consideration. Unless the court before which these claims are adjudicated can have access to all these archives it is much more liable to be imposed upon by fraudulent title papers.

It is not a difficult matter for witnesses to be obtained to swear to whatever may be deemed necessary to establish the claim, if parties were so disposed, and the closest scrutiny and most careful investigation is absolutely essential in these cases. There

are two methods that could be safely adopted in the adjudication of these cases, to wit, by a commission appointed for that express purpose, similar to that of California, with like powers and right of appeal from their action; the other would be to continue the authority in the surveyor general before whom all the testimony could be taken, and require the supreme court of the Territory (or United States court of the district in case of State), to review each case before it is transmitted to Congress for its action, with the right of appeal therefrom to the circuit and Supreme Courts of the United States, or, what would be better, have but one court of appellate jurisdiction. The surveyor general could continue to make these investigations as before, taking the testimony in writing as under the present system, and his action in every case would be subject to review by the supreme court of the Territory, or the United States district court of the States, which courts, having all the evidence before them, or accessible, could, with facility, dispose of the same without the duty imposed interfering materially with the other business of the court; and if they required further testimony in any case, they could remand it back to the surveyor general for that purpose. If the authority is continued in the surveyor general to investigate these cases, he should be specifically empowered by law to issue compulsory process, punish for contempt, &c., and the United States district attorney should be required to appear on behalf of the Government from the inception of the investigation.

If Congress will fix the limitation and provide some such mode of adjudication of these claims as herein suggested, they will be rapidly disposed of, and the titles in this Territory, now in such an unsettled condition, will be speedily adjusted. The acquisition to the population of New Mexico the ensuing year, from immigration is estimated at not less than 30,000 and will probably exceed that, and it is all important that these titles be adjusted without further delay, and the lands embraced therein segregated from the public domain, so that settlers upon the public lands may locate with some degree of confidence and certainty in eventually securing title to the lands settled upon by them. Many of these grant title papers are, doubtless, still in the personal possession of the grantees or their descendants, and the particular location of the tracts covered by them, as well as the lands embraced by those claims on file, but unadjudicated, is necessarily unknown.

Individuals may locate on what is supposed to be public land, and after they have erected valuable buildings and improved the tract it may finally be ascertained to be embraced within the limits of a grant, and the labor and outlay of years are taken from the settlers. Where the Government has such large interests involved and the property and improvements of settlers on the public lands are so much in jeopardy, it does seem as though Congress should give this matter prompt attention. And in providing for the adjudication of claims of this character the right of appeal to the several courts involves a great expense both to the Government and claimants; and while there should be a court to review the proceedings of the commission or court having primary jurisdiction, in order to meet the demands of justice and as a safeguard against errors, yet to provide that all such cases may be appealed successively from court to court, until the highest tribunal is reached, would encumber the dockets and records of the various courts and render the proceedings tedious.

I would suggest that an appeal be allowed from the court of original jurisdiction to some particular but higher tribunal, in order to simplify the proceedings and avoid the expense and delays incident to a final determination of a case where it must follow the course of ordinary civil cases. Under existing laws there is no legal requirement that owners of grants shall file and prosecute their claims, and unless Congress prescribes some time within which they shall be filed and proven up, the present uncertain status of the soil as to ownership must remain undetermined. These grants are usually agricultural or pastoral and the unqualified confirmation operates as a quit-claim on the part of the Government to the mineral, which was never intended to be granted by either the Spanish or the Mexican Government, and the local Spanish or Mexican authorities had no power to grant the right to the mineral, as that was reserved as the property of the State, only subject to alienation by the supreme authority and in a prescribed manner.

Where the confirmation is unqualified, the Government not only makes good the original title but confers upon the claimant the additional right to the mineral.

It is well known that the precious metals abound throughout this Territory, and nearly all of these grants doubtless contain more or less mineral; although its existence may at this time in particular cases be unknown, yet the almost absolute certainty that it exists generally in the Territory should induce Congress to except the right to the mineral in the confirmation of these claims. I assume it to be the policy of the Government to encourage the development of the mineral resources of the country, and to reap some benefit from the same in the increased consideration charged for lands of this character, as well as the indirect benefit derived by reason of the addition of the net products of the mines to the substantial wealth of the country.

If the right to the mineral is vested in the grant claimants, the adventurous pros-

pector, through whom these discoveries are usually made, has no incentive to prospect thereon, and the existence of rich mineral deposits may remain undiscovered and unknown.

The appointment of a commissioner to adjust these claims would involve some additional expense over the present method, but I believe, on the whole, it would be far more satisfactory, and certainly the magnitude of the interest involved both to claimant and the Government would amply justify Congress in adopting this method for the settlement of private land claims in New Mexico, where such a considerable number yet remain to be adjudicated; and I hope that Congress will take early action in the premises.

There is another feature in these grant cases which I again desire to call attention to, and which should receive the early consideration of Congress; I refer to the right to the mineral on unconfirmed grants.

The local Spanish and Mexican authorities were empowered to make grants for agricultural purposes, but they were not authorized to alienate the right to the mineral; hence the latter was by force of law reserved to the Spanish or Mexican Government, and upon the acquisition of this Territory by the United States the right to the mineral within the limits of these grants became vested in this Government. Yet there is no statutory provision permitting the miner to acquire a right to what mineral he may discover thereon.

There should be some legislation by Congress whereby the Government can realize from the mineral interest in grants and the prospector secure to himself the benefits of discoveries upon tracts of this character, on payment to the claimants the value for agricultural or pastoral purposes, of the area claimed as necessarily used in mining, together with such other reasonable compensation for such damages as the proprietors of the grant may sustain in the premises by virtue of an easement to the miners, whereby they can have ingress to and egress from the mines over the lands of the claimants, and the appropriation of necessary timber for mining purposes.

MILITARY RESERVATIONS.

I again call attention to the fact that there are several military reservations that have been abandoned for many years that should be vacated and the lands embraced therein restored to settlement. The military reserve in T. 18 N., R. 20 E., has never been used by the military.

The Fort Butler Reservation, embracing 76,800 acres on the Canadian fork of Red River, in T. 12 and 13 N., R. 27, 28, and 29 E., has never been used by the military.

The Fort Thorn and Fort McRea military reservations on the Rio Grande have not been used by the military for a number of years and should be restored to settlement.

FORESTS.

The beneficial results of the action taken by the department in the effort to prevent the unnecessary waste of timber, will be fully appreciated in years to come, if not by the present generation.

New Mexico has ample timber for necessary home requirements, if preserved from waste, and the beneficial results of the work of your special agents in preventing wholesale depredations upon timber far exceeds the value of collections made for timber cut. The large extent of country to be looked after has rendered the duties of your special agents quite arduous and dangerous, and I can bear testimony to their zeal and energy in the discharge of their duties.

ACCOMPANYING EXHIBITS.

A.—Statement of public surveys executed under Congressional appropriations.

B.—Statement of public surveys under sections 2401, 2402, and 2403, Revised Statutes.

C.—Private land claims surveyed and under contract for survey.

The usual exhibits showing statement of expenditures on account of salaries and incidentals are omitted as directed by you, but reference is made to my quarterly reports showing condition of the same.

Very respectfully, your obedient servant,

HENRY M. ATKINSON,
United States Surveyor General.

Hon. N. C. MCFARLAND,
Commissioner of the General Land Office.

A.—Statement of contracts for surveys made under the regular appropriation for that purpose in the district of New Mexico during the fiscal year ending June 30, 1883.

No.	Date.	Contractor.	Survey.	Township.	Range.	Surveyed.	Rate per m ^l o.	Cost.	Remarks.
179	1882. Sept. 13	Hall & Brown	Exteriors	6 S.	Between 11 and 13 E.	Mls. chs. lts. 8 32 00	\$11		
179	Sept. 13	do	Subdivisions	Between 6 and 7 S.	13 E.	9 63 37	7		
179	Sept. 13	do	do	6 S.	12 E.	119 07 91	7	\$1,011 36	
179	Sept. 13	do	do	7 S.	13 E.	1 70 30	5		
179	Sept. 13	do	Closings	do	do	1 37 29	5		
180	Oct. 9	Unruh & Warner	Fifth correction line S.	do	30, 31, 32, 33, 34, 35, and 36 E.	42 00 00	9		
180	Oct. 9	do	Exteriors	13, 14 and 15 S.	Between 20 and 21, 21 and 22 E.				
180	Oct. 9	do	do	13 S.	Between 22 and 23 E.				
180	Oct. 9	do	do	16, 17, 18, 19, and 20 S.	Between 21 and 22 E.				
180	Oct. 9	do	do	16, 17, 18, 19, and 20 S.	Between 28 and 29 E.				
180	Oct. 9	do	do	25 S.	Between 30 and 31, 31 and 32, 32 and 33 E.				
180	Oct. 9	do	do	Between 12 and 13 S.	20 and 21 E.	71 19 90	11		
180	Oct. 9	do	do	Between 13 and 14, 14 and 15 S.	20, 21, and 22 E.	209 48 08	7		
180	Oct. 9	do	do	Between 16 and 17, 17 and 18, 18 and 19, 19 and 20 S.	22 E.				
180	Oct. 9	do	do	Between 18 and 19 S.	23 and 24 E.				
180	Oct. 9	do	do	Between 16 and 17, 17 and 18, 18 and 19, 19 and 20 S.	28 E.			14,533 94	
180	Oct. 9	do	do	Between 24 and 25 S.	30, 31, and 32 E.				
180	Oct. 9	do	Subdivisions	Frac. 6 and 7 S.	1 E.				
180	Oct. 9	do	do	6 S.	2 E.				
180	Oct. 9	do	do	13 S.	20, 21, and 22 E.				
180	Oct. 9	do	do	14 and 15 S.	20, 21, and 22 E.				
180	Oct. 9	do	do	16, 17, 18, 19, 20 S.	22 E.	789 14 06	7		
180	Oct. 9	do	do	18 and 19 S.	23 and 24 E.	1,260 21 08	5		
180	Oct. 9	do	do	16, 17, 18, 19, 20, and 21 S.	28 E.				
180	Oct. 9	do	do	23 S.	26 and 27 E.				
180	Oct. 9	do	do	25 S.	25, 26, 27, 30, 31, and 32 E.				
180	Oct. 9	do	Closings	do	do	8 06 28	5		
180	Oct. 9	do	Retracement of E. boundary Pedro Armendaris grant.	7 S.	1 E.	3 00 00	9		
182	1883. Jan. 2	Dehl, McBroom & Gripp.	Exteriors	1, 2, 3, and 4 S.	Between 17 and 18, 18 and 19 E.				
182	Jan. 2	do	do	Between 2 and 3, 3 and 4, 4 and 5 S.	17 E.				Work not returned.
182	Jan. 2	do	do	Between 1 and 2, 2 and 3, 3 and 4 S.	18 E.				

A.—Statement of contracts for surveys made under the regular appropriation for that purpose in the district of New Mexico, &c.—Continued.

No.	Date.	Contractor.	Survey.	Township.	Range.	Surveyed.	Rate per mille.	Cost.	Remarks.
182	1883. Jan. 2	Delhl, McBroom & Gripp.	Exteriors	Between 1 and 2, 2 and 3, 3 and 4 S.	19 and 20 E	Mls. chs. lts.	}	Work not returned.
182	Jan. 2	.....do	Subdivisions	3, 4, and 5 S	17 E .....	.....	.....
182	Jan. 2	.....do .....	.....do	1, 2, 3, and 4 S	18 E .....	.....	.....
182	Jan. 2	.....do .....	.....do	1, 2, 3, 4, and 5 S	19 and 20 E .....	.....	.....

HENRY M. ATKINSON,
Surveyor General.

SURVEYOR GENERAL'S OFFICE,
Santa Fé, N. Mex., July 20, 1883.

No.	Date.	Contractor.	Survey.	Township.	Range.	Surveyed.	Rate per mile.	Cost.	Remarks.
159	1882.	Sanders & Rhodes	Exteriors	1 N., N. and W. exteriors.	16, 16, and 17 W	Mls. chs. lks.			
159	July 1	do	do	1 and 2 N., N. ext-rior	18 W				
159	July 1	do	do	2 N., N. and W. exteriors.	15 and 16 W				
159	July 1	do	do	3 N., N. and W. exteriors	15 W				
159	July 1	do	do	2 N., N. and W. exterior	17 W				
159	July 1	do	do	3 and 4 N., W. and S. ex-teriors.	17 W				
159	July 1	do	do	3 N., N. exterior	18 W	28 16 54	\$14		
159	July 1	do	do	3 N., W. exterior	16 W	149 02 82	10		
159	July 1	do	do	4 N., W. exterior	15 W				
159	July 1	do	do	4 N., W. and S. exteriors	16 and 17 W			\$12,303 83	
159	July 1	do	do	3 N., W. and N. exteriors	13 W				
159	July 1	do	do	3 N., N. exterior	14 W				
159	July 1	do	do	4 N., W. exterior	13 W				
159	July 1	do	do	2 and 4 S., W. exterior	17 W				
159	July 1	do	do	1 N.	14, 15, 16, 17, and 18 W				
159	July 1	do	Subdivisions	2 N.	15, 16, and 18 W				
159	July 1	do	do	3 N.	13, 14, 15, 17, and 18 W	158 02 79	10		
159	July 1	do	do	4 N.	12, 13, 14, 15, 16, and 17 W	1, 103 83 65	8		
159	July 1	do	do	2 and 4 S.	17 W				
159	July 1	do	do			1 24 03	8		
160	July 8	George C. Read	Closings	11 S., S. and E. exteriors	28 E				
160	July 8	do	Exteriors	12 and 14 S., E. exterior	28 E				
160	July 8	do	do	13 S., S., E., and N. ex-teriors.	28 E				
160	July 8	do	do	14 and 16 S., W. and N. ex-teriors.	23 E	150 21 94	10		
160	July 8	do	do	15 S., E. and N. exteriors	28 E				
160	July 8	do	do	16 and 17 S., W. and S. ex-teriors.	23 and 24 E			7, 083 03	
160	July 8	do	do	18 and 19 S., W. exterior	23 and 24 E				
160	July 8	do	do	11, 13, and 15 S.	28 E				
160	July 8	do	Subdivisions	12, 13, 15, 16, and 17 S.	24 E	695 64 88	8		
160	July 8	do	do	14, 15, 16, and 17 S.	23 E				
160	July 8	do	do			1 58 04	8		
160	July 8	do	Closings						
161	July 8	Hardy & Lindsey	Fifth correction line N		10, 11, and 12 W				
161	July 8	do	Sixth correction line N		10, 11, and 12 W				
161	July 8	do	Exteriors	Between 18 and 19, 19 and 20, 21 and 22, 22 and 23, 23 and 24, 25 and 26, 26 and 27 N.	10 W				

B.—Statement of contracts made under sections 2401, 2402, and 2403, Revised Statutes of the United States, for surveys, &c.—Continued.

No.	Date.	Contractor.	Survey.	Township.	Range.	Surveyed.	Rate per mile.	Cost.	Remarks.
161	1882. July 8	Hardy & Lindsey	Extérieurs	Between 17 and 18, 18 and 19, 19 and 20, 21 and 22, 22 and 23, 23 and 24, 25 and 26, 26 and 27 N.	11 W	<i>Mls. chs. lks.</i>			
161	July 8	do	do	Between 19 and 20, 21 and 22, 22 and 23, 23 and 24 N.	12 W				
161	July 8	do	do	18, 19, 20, 21, 22, 23, 24, 25, and 26 N.	Between 10 and 11, 11 and 12 W.				Work not returned.
161	July 8	do	do	20, 21, 22, 23, and 24 N.	Between 12 and 13 W.				
161	July 8	do	Subdivisions	19, 20, 21, 22, 23, 24, 25, and 26 N.	10 W				
161	July 8	do	do	18, 19, 20, 21, 22, 23, 24, 25, and 26 N.	11 W				
161	July 8	do	do	20, 21, 22, 23, and 24 N.	12 W				
162	July 12	Edgar D. Stone	First guide meridian W.	Through 6 and 7 S.	Between 9 and 10 W.				
162	July 12	do	Extérieurs	Between 6 and 7, 7 and 8 S.	5, 6, 7, and 9 W.				
162	July 12	do	do	Between 8 and 9 S.	6 W				
162	July 12	do	do	Between 6 and 7 S.	4 and 5, 5 and 6, 6 and 7 W.				
162	July 12	do	do	6 S.	Between 7 and 8, 8 and 9 W.				
162	July 12	do	do	8 S.	Between 5 and 6, 6 and 7 W.				
162	July 12	do	Subdivisions	6 S.	5, 6, 7, 8, and 9 W.				
162	July 12	do	do	7 S.	5, 6, 7, 8, and 9 W.				
162	July 12	do	do	8 S.	6, 7, and 8 W.				
163	July 13	Curry & Jones	Sixth correction line N.		5 and 8 E.	7 29 44	\$16		
163	July 13	do	Extérieurs	Between 22 and 23 N.	8 and 9 E.	4 00 00	12		
163	July 13	do	do	Between 23 and 24 N.	8 E.				
163	July 13	do	do	Between 25 and 26 N.	8, 9, and 10 E.				
163	July 13	do	do	25 N.	Between 4 and 5, 10 and 11 E.				
163	July 13	do	do	23 and 25 N.	Between 9 and 10 E.	80 13 50	14		
163	July 13	do	do	2, 3, and 4 N.	Between 2 and 3, 3 and 4 W.	62 64 17	10		
163	July 13	do	do	Between 1 and 2, 2 and 3, 3 and 4 N.	3 and 4 W.				
163	July 13	do	do	Between 2 and 8, 8 and 4 N.	2 W.				
163	July 13	do	Subdivisions	23 N.	8 and 9 E.				
163	July 13	do	do	24 N.	8 E.	569 25 47	10		
163	July 13	do	do	25 N.	5, 8, 9, and 10 E.	818 27 80	8	10, 624 64	
163	July 13	do	do	2 N.	8 and 4 W.				
163	July 13	do	do	8 and 4 N.	2, 8, and 4 W.				
163	July 13	do	do	6 N.	3 W.				
163	July 13	do	Retracement of— Sixth correction line N.	25 N.	9 and 10 E.	18 00 00	16		

Remainder of this work not ready for transmittal.

	July 15	do	First aux. mulo me- ridian E.	25 and 24 N	S E	6 08 04	12
163	July 13	do		26 N	5 E		
163	July 13	do	Grant boundary	23 N	8 and 9 E	8 00 81	16
163	July 13	do	Retracement	4 N. (exterior)	2 W	6 05 32	10
163	July 13	do	Closings			8 06 44	8
164	July 15	Pearce & Coleman	Third correction line S.	Between 11 and 12, 12 and 13 S.	3, 4, 5, 7, and 8 E.		
164	July 15	do	Exterior	Between 11 and 12, 12 and 13 S.	3, 4, 5, 8, and 9 E.		
164	July 15	do	do	Between 13 and 14, 14 and 15 S.	3, 4, 5, and 8 E.		
164	July 15	do	do	Between 14 and 15 S.	7 E.		
164	July 15	do	do	12, 13, 14, and 15 S.	Between 2 and 3 E.		
164	July 15	do	do	11, 12, 13, 14, and 15 S.	Between 3 and 4, 4 and 5, 5 and 6, 7 and 8 E.	1, 320 00 00	12, 854 22
164	July 15	do	do	15 S.	Between 6 and 7 E.		
164	July 15	do	do	12 and 13 S.	Between 9 and 10 E.		
164	July 15	do	do	11, 12, and 13 S.	Between 8 and 9 E.		
164	July 15	do	Subdivisions	12, 13, 14, and 15 S.	3 E.		
164	July 15	do	do	11, 12, 13, 14, and 15 S.	4, 5, and 8 E.		
164	July 15	do	do	11, 12, and 13 S.	9 E.		
164	July 15	do	do	15 S.	7 E.		
164	July 15	do	do		14 E.		
165	July 15	Taylor & Holland	First correction line N.		14 E.		
165	July 15	do	Fourth correction line N.	1, 2, 4, 5, and 6 N.	Between 4 and 5 E.		
165	July 15	do	Exterior	1, 2, 3, 4, 5, and 6 N.	Between 5 and 6 E.		
165	July 15	do	do	4 N.	Between 6 and 7 E.		
165	July 15	do	do	8 N.	Between 9 and 10, 10 and 11, 11 and 12, 12 and 13 E.		
165	July 15	do	do	7 N.	Between 12 and 13 E.		
165	July 15	do	do	17 N.	Between 11 and 12, 12 and 13, 13 and 14, 14 and 15 E.		
165	July 15	do	do	18 and 19 N.	Between 13 and 14 E.	185 25 04	14
165	July 15	do	do	14 and 15 N.	Between 20 and 21 E.	118 50 38	10
165	July 15	do	do	15 N.	Between 3 and 4, 4 and 5, 5 and 6 W.		
165	July 15	do	do	11 N.	Between 12 and 13, 13 and 14 W.		
165	July 15	do	do	Between 1 and 2, 2 and 3, 3 and 4, 5 and 6, 6 and 7 N.	6 E.		
165	July 15	do	do	Between 3 and 4 N.	9, 11, 12, and 13 E.		
165	July 15	do	do	Between 7 and 8 N.	14 E.		
165	July 15	do	do	Between 17 and 18, 18 and 19, 19 and 20 N.	12 and 13 E.		
165	July 15	do	do	Between 17 and 18 N.	20 and 21 E.		
165	July 15	do	do	Between 14 and 15 N.	3, 4 and 5 W.		
165	July 15	do	do	Between 14 and 15 N.	6 W.		
165	July 15	do	do	Between 16 and 17, 17 and 18 N.			

Remainder of this
work not ready for
transmittal.

B.—Statement of contracts made under sections 2401, 2402, and 2403, Revised Statutes of the United States, for surveys, &c.—Continued.

No.	Date.	Contractor.	Survey.	Township.	Range.	Surveyed.	Rate per mile.	Cost.	Remarks.
165	1882.	Taylor & Holland.	Extorior	Between 11 and 12 N.	13 W.	Mls. chs. lts.			
165	July 15	do	Subdivisions	5 N.	3 W.				
165	July 15	do	do	11 N.	13 W.				
165	July 15	do	do	Fractional 14 N.	5 W.				
165	July 15	do	do	Fractional 6 N.	3 and 4 E.				
165	July 15	do	do	16 N.	11 and 14 E.				
165	July 15	do	do	17, 18 and 19 N.	14 E.				
165	July 15	do	do	14 N.	20 E.				
165	July 15	do	do	15 N.	21 E.	911 48 94	\$10		
165	July 15	do	do	15 N.	3, 4, 5, and 6 W.	459 32 45	8		
165	July 15	do	do	16 and 17 N.	6 W.				
165	July 15	do	do	2, 3, 4, 5, and 6 N.	5 E.				
165	July 15	do	do	4 N.	6 E.				
165	July 15	do	do	8 N.	9, 11 and 12 E.				
165	July 15	do	do	7 N.	13 E.				
165	July 15	do	do	17 N.	12 and 13 E.				
165	July 15	do	Retracement of grant boundaries.			13 63 10	16		
165	July 15	do	Meander lines.						
165	July 15	do	Closings			3 69 00	12		
166	July 15	John A. Curtis.	Meridian	Second guide meridian W.	13 and 14 W.	27 70 69	8		
166	July 15	do	do	Third guide meridian W.	19 and 20 W. in 11 S.				
166	July 15	do	do	2, 3, 4, 5, and 6 S.	Between 3 and 4 W.				
166	July 15	do	Extorior	11 S.	Between 14 and 15, 15 and 16, 16 and 17, 17 and 18, 18 and 19 W.				
166	July 15	do	do		4 W.				
166	July 15	do	do	Between 8 and 7, 7 and 6, 5 and 4, 4 and 3, 3 and 2, 2 and 1 S.					Work returned, but not ready for transmittal.
166	July 15	do	do	Between 11 and 12 S.	14, 15, 16, 17, 18, and 19 W.				
166	July 15	do	Subdivisions	2, 3, 4, 5, 6, and 7 S.	4 W.				
167	July 17	Stone & Libby	Meridian	First guide meridian W.	14, 15, 16, 17, 18, and 19 W.				
167	July 17	do	Extorior	9 S.	9 and 10 W. in 8 S.	4 31 09	16		
167	July 17	do	do	9 and 10 S.	Between 5 and 6 W.	3 09 00	12		
167	July 17	do	do	9 S.	Between 7 and 8 W.				
167	July 17	do	do	8, 9, and 10 S.	Between 8 and 9 W.				
167	July 17	do	do	9 S.	Between 10 and 11 W.	99 45 37	14		
167	July 17	do	do		Between 11 and 12, 12 and 13 W.	62 60 23	10		
167	July 17	do	do	Between 7 and 8 S.	10 W.			\$10,842 82	
167	July 17	do	do	Between 8 and 9 S.	9, 10, 11, 12, and 13 W.				
167	July 17	do	do	Between 9 and 10 S.	8, 10, 11, 12, and 13 W.				
167	July 17	do	Subdivisions	8 S.	9 and 10 W.	624 35 36	10		

167	July 17	do	do	Retirement of second correction line south.	10 S.	6, 7, 8, 9, 10, 11, 12, and 13 W.	274 74 52	8
167	July 17	do	do	do	do	8, 9, and 10 W.	13 38 00	16
168	July 18	Gannon, Davis, & Sullivan.	do	Extorior	3 N.	Between 23 and 24 E.	4 42 00	12
168	July 18	do	do	do	1, 2, and 3 N.	Between 24 and 35, 35 and 36 E.		
168	July 18	do	do	do	1 and 2 N.	Between 36 and 37 E.		
168	July 18	do	do	do	Between 1 and 2, 2 and 3 N.	34, 35, and 36 E.		
168	July 18	do	do	do	Between 3 and 4 N.	34 and 35 E.		
168	July 18	do	do	do	3, 4, and 5 S.	Between 16 and 17 E.		
168	July 18	do	do	do	3, 4, and 5 S.	Between 15 and 16 E.		
168	July 18	do	do	do	1, 2, 3, 4, and 5 S.	Between 14 and 15 E.	48 73 37	14
168	July 18	do	do	do	1 and 2 S.	Between 10 and 11 E.	202 79 29	10
168	July 18	do	do	do	Between 1 and 2 S.	11 and 14 E.		
168	July 18	do	do	do	Between 2 and 3 S.	11, 14, 15, and 16 E.		
168	July 18	do	do	do	Between 3 and 4 S.	14, 15, and 16 E.		
168	July 18	do	do	do	Between 4 and 5 S.	15 and 16 E.		
168	July 18	do	do	do	Between 24 and 25 S.	29 E.		
168	July 18	do	do	Subdivisions	1 N.	34, 35, and 36 E.		
168	July 18	do	do	do	2 N.	35 and 36 E.		
168	July 18	do	do	do	3 N.	34 and 35 E.		
168	July 18	do	do	do	18 S.	25 E.		
168	July 18	do	do	do	3 S.	26 E.		
168	July 18	do	do	do	21 S.	26 and 27 E.	289 52 17	10
168	July 18	do	do	do	23 S.	28 E.	1, 093 55 59	8
168	July 18	do	do	do	24 S.	27, 28, and 29 E.		
168	July 18	do	do	do	25 S.	28 and 29 E.		
168	July 18	do	do	do	1 S.	11, 12, 13, and 14 E.		
168	July 18	do	do	do	2 S.	11, 12, and 14 E.		
168	July 18	do	do	do	3 S.	14, 15, and 16 E.		
168	July 18	do	do	do	4 and 5 S.	15 and 16 E.		
168	July 18	do	do	Closings			2 25 25	8
168	July 18	do	do	Extorior	1 S, 1 and 2 N.	Between 9 and 10 E.		
169	July 21	George F. McCul- lough.	do	do	1 and 2 N.	Between 6 and 7, 7 and 8, 8 and 9 E.	24 34 50	14
169	July 21	do	do	do	Between 1 and 2, 2 and 3 N.	7, 8, 9, and 10 E.	124 73 57	10
169	July 21	do	do	do	Between 1 and 2 S.	10 E.		
169	July 21	do	do	do	3 and 4 N.	Between 18 and 19 E.		
169	July 21	do	do	do	Between 1 and 2, 2 and 3 N.	Between 17 and 18 E.		
169	July 21	do	do	do	Between 3 and 4 N.	19 E.		
169	July 21	do	do	do	Between 1 and 2 N.	18 and 19 E.		
169	July 21	do	do	do	1 and 2 N.	7, 8, 9, and 10 E.		
169	July 21	do	do	do	1, 2, and 3 N.	19 East	214 74 25	10
169	July 21	do	do	do	1 S.	10 E.	623 39 88	8
169	July 21	do	do	do	3 and 4 N.	18 E.		
169	July 21	do	do	Closings			2 55 80	8
170	July 25	Thomas & Manning	do	Extorior	Between 7 and 8, 8 and 9 S.	6 E.		
170	July 25	do	do	do	Between 9 and 10 S.	5, 6, and 8 E.		
170	July 25	do	do	do	Between 16 and 17 S.	3, 4, 5, 6, 7, and 8 E.		
170	July 25	do	do	do	Between 17 and 18 S.	4 E.		

B.—Statement of contracts made under sections 2401, 2402, and 2403, Revised Statutes of the United States, for surveys, &c.—Continued.

No.	Date.	Contractor.	Survey.	Township.	Range.	Surveyed.	Rate per mille.	Cost.	Remarks.
170	1882. July 25	Thomas & Manning.	Exteriors	Between 17 and 18, 18 and 19 S.	5, 6, 7, and 8 E.	Mls. chs. lks.			
170	July 25	do	do	Between 19 and 20 S.	7 and 8 E.				
170	July 25	do	do	8 and 9 S.	Between 5 and 6, 6 and 7 E.				
170	July 25	do	do	10 S.	Between 4 and 5, 5 and 6, 6 and 7, 7 and 8, 8 and 9 E.	125 26 01	\$14		
170	July 25	do	do	16 S.	Between 2 and 3, 3 and 4 E.	178 34 44	10		
170	July 25	do	do	17 S.	Between 3 and 4 E.				
170	July 25	do	do	16, 17, 18, and 19 S.	Between 4 and 5, 5 and 6, 6 and 7, 7 and 8, 8 and 9 E.				
170	July 25	do	do	20 S.	Between 7 and 8 E.				
170	July 25	do	Subdivisions	8 and 9 S.	6 E.			\$17,362 85	
170	July 25	do	do	10 S.	5, 6, 8, and 9 E.				
170	July 25	do	do	16 S.	3, 4, 5, 7, and 8 E.	650 18 38	10		
170	July 25	do	do	17 S.	4, 5, 6, 7, and 8 E.	847 53 40	8		
170	July 25	do	do	18 S.	5, 6, 7, and 8 E.				
170	July 25	do	do	19 S.	5, 6, 7, and 8 E.				
170	July 25	do	do	20 S.	7 E.				
170	July 25	do	First guide meridian E.	16, 17, 18, 19, and 20 S.	8 E.	9 38 00	16		
170	July 25	do	Second correction line S.			20 35 04	12		
170	July 25	do	Closings		5 and 6 E.	6 38 00	16		
170	July 25	do	Seventh correction line S.			5 42 00	12		
171	Aug. 1	Cunningham & Warren.			19, 20, and 21 W.	3 05 99	8		
171	Aug. 1	do	Third guide meridian W.	28, 29, 30, 31, 32, and 33 S.	19 and 20 W.	8 25 00	16		
171	Aug. 1	do	Exteriors	28 and 29 S.	Between 16 and 17, 17 and 18 W.	9 55 00	12		
171	Aug. 1	do	do	28, 29, 30, 31, 32, and 33 S.	Between 18 and 19, 20 and 21 W.				
171	Aug. 1	do	do	28, 32, and 33 S.	Between 21 and 22 W.	115 50 30	14		
171	Aug. 1	do	do	18 S.	Between 20 and 21, 21 and 22 W.	154 18 95	10		
171	Aug. 1	do	do	Between 27 and 28 S.	17, 19, 20, and 21 W.				
171	Aug. 1	do	do	Between 29 and 30 S.	17, 18, 19, and 20 W.				
171	Aug. 1	do	do	Between 30 and 31 S.	19 and 20 W.				
171	Aug. 1	do	do	Between 31 and 32, 32 and 33 S.	19, 20, and 21 W.				
171	Aug. 1	do	do	Between 17 and 18 S.	21 W.				
171	Aug. 1	do	do	Between 19 and 20 S.	17 W.				
171	Aug. 1	do	do	Between 11 and 12 N.	14 W.				
171	Aug. 1	do	Subdivisions	28 and 29 S.	17 W.			16,396 98	

171	Aug.	1	do	do	24, 29, 30, 31, 33, and 33 H.	10 and 20 W.	540 33 85	10
171	Aug.	1	do	do	28, 32, and 33 N.	17 W.	900 18 79	8
171	Aug.	1	do	do	20 S.	11 and 12 W.		
171	Aug.	1	do	do	18 S.	11 W.		
171	Aug.	1	do	do	19 S.	14 W.		
171	Aug.	1	do	do	11 N.	12 W.		
171	Aug.	1	do	do	24 N.		64 33	8
171	Aug.	1	do	do		Between 11 and 12, 13 and 14, 16 and 17, 17 and 18, 19 and 20, 20 and 21 W.		
172	Aug.	2	Marmon & Bradt	Closings	5 and 6 N.			
172	Aug.	2	do	Extérieurs				
172	Aug.	2	do	do	7 N.		98 73 32	14
172	Aug.	2	do	do	8 N.	Between 10 and 11, 16 and 17 W.	146 71 17	10
172	Aug.	2	do	do	4 N.	Between 11 and 12 W.		
172	Aug.	2	do	do	Between 5 and 6, 6 and 7 N.	11, 12, 13, 14, 17, 18, 19, 20 W.		
172	Aug.	2	do	do	Between 7 and 8 N.	10, 17, 18, 19, 20 W.		
172	Aug.	2	do	do	5 and 6 N.	11, 12, 13, 14, 17, 18, 19, 20 W.		
172	Aug.	2	do	do	7 N.	10, 17, 18, 19, 20 W.	472 79 91	10
172	Aug.	2	do	do	8 N.	10, 17 W.	966 52 44	8
172	Aug.	2	do	do	4 N.	11 W.		
172	Aug.	2	do	do	5, 6 and 7 N.	18 W.	{ 11 03 00	16
172	Aug.	2	do	do			{ 6 77 00	12
172	Aug.	2	do	do			2 58 76	8
173	Aug.	2	Irwin & Neal	Third guide mer. west	1, 2, 3, and 4 N.	Between 19 and 20, 20 and 21 W.		
173	Aug.	2	do	Closings	8, 9, and 10 S.	Between 14 and 15, 15 and 16, 16 and 17 W.		
173	Aug.	2	do	Extérieurs	6 and 7 S.	Between 14 and 15, 15 and 16 W.		
173	Aug.	2	do	do	Between 1 and 2, 2 and 3, 3 and 4 N.	19 and 20 W.	79 79 89	14
173	Aug.	2	do	do	Between 6 and 7, 7 and 8, 8 and 9, 9 and 10 S.	14 and 15 W.		
173	Aug.	2	do	do	Between 7 and 8, 8 and 9, 9 and 10 S.	16 W.		
173	Aug.	2	do	do	8 N.	Between 17 and 18 W.		
173	Aug.	2	do	do	Between 2 and 3 N.	5 W.		
173	Aug.	2	do	do	1, 2, 3, and 4 N.	19 and 20 W.		
173	Aug.	2	do	do	4 and 8 N.	18 W.	466 35 48	10
173	Aug.	2	do	do	3 N.	5 W.	972 72 53	8
173	Aug.	2	do	do	6, 7, 8, 9, and 10 S.	14 and 15 W.		
173	Aug.	2	do	do	8, 9, and 10 S.	16 W.		
173	Aug.	2	do	do	8 N.	18 W.	{ 4 42 40	16
173	Aug.	2	do	do	6 S.	14 W.	{ 1 42 00	12
173	Aug.	2	do	do			3 69 00	12
174	Aug.	2	Moore & Fisher	Closings	5 and 6 S.	7 E.	5 06 92	8
174	Aug.	2	do	First correction line S	6 and 7 S.	Between 6 and 7, 7 and 8 E.	6 00 00	16
174	Aug.	2	do	Extérieurs				

\$15,598 78

15,342 83

[illegible]

B.—Statement of contracts made under sections 2401, 2402, and 2403, Revised Statutes of the United States, for surveys, &c.—Continued.

No.	Date.	Contractor.	Survey.	Township.	Range.	Surveyed.	Rate per mile.	Cost.	Remarks.
178	1882. Aug. 5	Sawyer & Harding.	Extérieurs	Between 7 and 8 S.	11, 12, and 13 W.	<i>Mls. chs. lks.</i>			
178	Aug. 5	do	do	Between 12 and 13 S.	16, 17, 18, and 19 W.				
178	Aug. 5	do	do	11, 12, 13, and 14 S.	Between 11 and 12 W.	749 71 74			
178	Aug. 5	do	do	Between 11 and 12, 12 and 13, 13 and 14 S.	11 W.			\$7,310 16	Remainder of this contract returned, but not ready for transmittal.
178	Aug. 5	do	Subdivisions	6 and 7 S.	10, 11, 12, and 13 W.				
178	Aug. 5	do	do	8 S.	11, 12, and 13 W.				
178	Aug. 5	do	do	12 S.	16, 17, 18, and 19 W.				
178	Aug. 5	do	do	11, 12, 13, and 14 S.	11 W.				
180	Oct. 9	Unruh & Warner.	do	5 S.	2 E.	3 50 82	\$7		
180	Oct. 9	do	do	13 S (frac.)	23 E.	84 26 31	5		
180	Oct. 9	do	Retracement of first correction line S.		2 E.	1 46 00	13		
180	Oct. 9	do	Retracement of boundary of Roque del Apache and Socorro Grant.			4 34 00	9		
180	Oct. 9	do				26 14 37	13	891 78	
180	Oct. 9	do	Retracement of E. and W. exteriors.	5 S.	2 E (frac.)	3 47 01	11		
180	Oct. 9	do	Closings			3 62 85	5		
181	Nov. 27	White & Elwood	Subdivisions	Fractional 13 N.	8 and 9 E.	14 00 88	7		
181	Nov. 27	do	Retracement of E. boundary Ortiz grant			14 42 46	5		
181	Nov. 27	do	Closings			6 33 40	13	268 03	
182	Nov. 27	do	Extérieurs	2 N.	Between 33 and 34 E.	2 62 04	5		
182	Nov. 27	Diehl, McBroom & Gripp.	do	4 N.	Between 32 and 33, 33 and 34, 34 and 35, 35 and 36, 36 and 37 E.				
182	Jan. 2	do	do		33 E.				
182	Jan. 2	do	Subdivisions	Between 2 and 3, 3 and 4 N.	20 E.				
182	Jan. 2	do	do	2 N.	33 and 34 E.				
182	Jan. 2	do	do	3 N.	31 and 33 E.				
182	Jan. 2	do	do	4 N.	32, 33, 34, 35, and 36 E.				
183	Jan. 11	White & Elwood	Extérieurs	Between 6 and 7 N.	12 E.	4 20 00	7		
183	Jan. 11	do	Subdivisions	Fractional 7 N.	12 E.	10 62 32	7		
183	Jan. 11	do	Retracement of E. boundary of Antonio Sandoval grant.			39 63 58	5		
183	Jan. 11	do	Closings			6 32 00	13	395 25	
183	Jan. 11	do				1 46 10	6		Work returned. Not ready for transmittal.

25	Jan. 11	Taylor & Pines	Exteriors	7 and 8 N	Between 11 and 12, 13 and 14, 15 and 16 W.	Work not returned.
185	Feb. 27	do	do	Between 6 and 7 N	15 W	
185	Feb. 27	do	do	Between 7 and 8 N	11, 12, 13, 14, and 15 W	
185	Feb. 27	do	do	12 N	Between 11 and 12, 12 and 13 W	
185	Feb. 27	do	do	Between 11 and 13 N	12 W	
185	Feb. 27	do	do	18 and 19 N	Between 11 and 12, 12 and 13 E	
185	Feb. 27	do	do	Between 18 and 19, 19 and 20 N	12 E	
185	Feb. 27	do	Subdivisions	7 and 8 N	11, 12, 13, 14 and 15 W	
185	Feb. 27	do	do	11 and 12 N	12 W	
185	Feb. 27	do	do	12 N	13 W	
185	Feb. 27	do	do	Fractional 15 N	20 E	
185	Feb. 27	do	do	18 and 19 N	12 E	
185	Feb. 27	do	do	Fractional 13 and 14 N	37 E	
185	Feb. 27	do	Fractional N. and S. ex-	14 N	10 E	
186	Mar. 17	William White	teriors.	8 N	14, 15, and 16 E	
186	Mar. 17	do	Subdivisions	12 and 13 N	11 E	
186	Mar. 17	do	do	14 N	9 and 10 E	
186	Mar. 17	do	do	Seventh correction line	15, 16, 17, and 18 W	
187	Apr. 23	David R. Cunningham	S.	33 S	14 and 15 W	
187	Apr. 23	do	Second guide meridian	34 S	19 and 20 W	
187	Apr. 23	do	Third guide meridian W	19, 20 and 24 S	Between 8 and 9 W	
187	Apr. 23	do	Exteriors	28 S	Between 10 and 11, 11 and 12 W	
187	Apr. 23	do	do	14 S	Between 12 and 13 W	
187	Apr. 23	do	do	14 and 15 S	Between 13 and 14 W	
187	Apr. 23	do	do	16, 28, 29, 30, 31, 32, and 33 S	Between 15 and 16 W	
187	Apr. 23	do	do	30, 31, 32, and 33 S	Between 16 and 17 W	
187	Apr. 23	do	do	34 S	Between 18 and 19, 20 and 21 W	
187	Apr. 23	do	do	Between 18 and 19, 19 and 20 S	8 W	
187	Apr. 23	do	do	Between 18 and 19, 19 and 20, 24 and 25 S	9 W	
187	Apr. 23	do	do	Between 27 and 28 S	11 W	
187	Apr. 23	do	do	Between 13 and 14, 14 and 15 S	13 W	
187	Apr. 23	do	do	Between 27 and 28, 32 and 33 S	15 W	
187	Apr. 23	do	do	Between 27 and 28, 29 and 30, 30 and 31, 31 and 32, 32 and 33 S	16 W	
187	Apr. 23	do	Subdivisions	19 S	8 W	
187	Apr. 23	do	do	19 and 24 S	9 W	
187	Apr. 23	do	do	28 S	11 W	
187	Apr. 23	do	do	14 and 15 S	13 W	

B—Statement of contracts made under sections 2401, 2402, and 2403, Revised Statutes of the United States, &c.—Continued.

No.	Date.	Contractor.	Survey.	Township.	Range.	Surveyed.	Rate per mille.	Cost.	Remarks.
187	1883. Apr. 23	David R. Cunningham.	Subdivisions	28 and 33 S.	15 W.	Mls. chs. lbs.			
187	Apr. 23	do	do	16, 28, 29, 30, 31, 32, and 33 S.	16 W.				Work not returned.
187	Apr. 23	do	do	34 S.	19 and 20 W.				
188	May 2	William Mallard	Extensors	1 S.	Between 29 and 30 E.				Work not returned.
188	May 2	do	Subdivisions	1 S.	29 and 30 E.				
188	May 2	do	do	2 S.	28, 31, and 32 E.				
188	May 2	do	do	3 S.	34 E.				
188	May 2	do	do	4 S.	28 and 30 E.				
188	May 2	do	do	5 S.	33 E.				Work not returned.
189	May 5	Mark D. Libby	Extensors	Between 22 and 23 N.	3 E. (fractional)				
189	May 5	do	Subdivisions	22 N.	3 E.				
189	May 5	do	do	8 S.	5 W.				Work not returned.
189	May 5	do	do	10 S.	11, 12, and 13 W.				
190	May 23	Albert F. Easley	Extensors	17 N.	Between 10 and 11 E.				Work not returned.
190	May 23	do	do	Between 17 and 18 N.	11 E.				
190	May 23	do	do	18 N.	Between 3 and 4, 4 and 5 E.				
190	May 23	do	do	Between 17 and 18 N.	3 and 4 E.				
190	May 23	do	do	19 N.	Between 1 and 2, 2 and 3 W.				
190	May 23	do	do	Between 18 and 19 N.	1 and 2 W.				
190	May 23	do	do	Between 19 and 20 N.	1 W.				
190	May 23	do	do	19 N.	Between 1 and 2, 2 and 3 E.				
190	May 23	do	do	Between 18 and 19 N.	1 and 3 E.				
190	May 23	do	do	Between 19 and 20 N.	3 E.				
190	May 23	do	Subdivisions	17 N.	11 E.				Work not returned.
190	May 23	do	do	18 N.	3 and 4 E. (fractional)				
190	May 23	do	do	19 N.	1, 2, and 3 E. (fractional)				
190	May 23	do	do	19 N.	1 and 2 W. (fractional)				
191	June 16	George Taylor	Extensors	Between 16 and 17 S.	6 W.				
191	June 16	do	Subdivision	16 S.	6 W.				
192	June 23	Thomas S. Holland	Extensors	3 S.	Between 19 and 20 W.				
192	June 23	do	do	3 and 4 S.	Between 20 and 21 W.				
192	June 23	do	do	Between 2 and 3, 3 and 4 S.	20 W.				
192	June 23	do	do	Between 4 and 5 S.	20 W. (fractional)				
192	June 23	do	Subdivisions	3, 4, and 5 S.	20 W.				Work not returned.
192	June 23	do	do	6 N.	2 E.				

Total of miles surveyed under contracts above enumerated.

Character of survey.	Miles.	Chains.	Links.	Rate per mile.	Character of survey.	Miles.	Chains.	Links.	Rate per hour.
Meridian lines	59	27	91	16	Subdivisional lines	7,366	70	28	10
Do	77	01	88	12	.....do	13,607	77	03	08
Boundary lines	60	63	68	16	Connection lines	76	14	19	08
Standard lines	91	25	98	16	Meander lines	03	69	.....	16
Do	69	77	22	12	Total	24,447	39	66	.....
Exterior lines	1,054	41	62	14					
Do	1,979	50	87	10					

HENRY M ATKINSON,
Surveyor General.

SURVEYOR GENERAL'S OFFICE,
Santa Fe, N. Mex., July 20, 1883.

C.—Private land claims surveyed and under contract for survey in the district of New Mexico during and at the close of the fiscal year ending June 30, 1883.

Contract.												Remarks.
No.	Date.											
124	Mar. 24, 1881	28	Gervasio Nolan	Shaw & Stafford	Oct., 1882	252	52	6742, 777 19	\$250-44, 027 18-575, 908. 71	Mar. 2, 1883	Mar. 6, 1883	99 miles, 2 chains, and 52 links of measurements included.
140	Jan. 21, 1883	11	Chilli	William Mallard	Jan., 1883	34	11	84	571 21		Jan. 20, 1883	Work not returned.
146	Mar. 1, 1883	58	Geters	W H Sanders	Dec., 1883	5	58	85	102 04		Apr. 5, 1883	Work not returned. Do.
184	Jan. 16, 1883	109	Francisco Antonio Glison	John Shaw								Work not returned.
184	Jan. 16, 1883	111	Francisco Garcia	do								Work returned but not examined.
184	Jan. 16, 1883	113	Juan Bautista Valdez	do								Work not returned.
184	Jan. 16, 1883	121	Rosa y Rosa, et al	do								Work returned but not examined.
184	Jan. 16, 1883	123		do								Do.
184	Jan. 16, 1883	124		do								Do.
184	Jan. 16, 1883	125		do								Work not returned.
184	Jan. 16, 1883	128		do								Do.
184	Jan. 16, 1883	129		do								Work returned but not examined.
184	Jan. 16, 1883	130		do								Do.
184	Jan. 16, 1883	131	Juan Pablo Martin	do								Work not returned.
184	Jan. 16, 1883	132	Antonio de Salazar	do								Do.
184	Jan. 16, 1883	133	Antonio Rosa Lujan	do								Do.
184	Jan. 16, 1883	134	Santiago Duran y Chavez	do								Work returned but not examined.

HENRY M. ATKINSON,
Surveyor General.

SURVEYOR GENERAL'S OFFICE,
Santa Fe, N. Mex., July 20, 1883.

M.—REPORT OF THE SURVEYOR GENERAL OF OREGON.

UNITED STATES SURVEYOR GENERAL'S OFFICE,
Portland, Oreg., July 17, 1883.

SIR: In compliance with your directions contained in circular letter E, dated April 19, 1883, I have the honor to herewith submit (in duplicate) an annual report of the transactions of this office relating to the surveying service in this district for the fiscal year ending June 30, 1883, accompanied by tabular statements, as follows:

A.—Statement of contracts entered into by the surveyor general of Oregon for the survey of public lands from the \$20,000 assigned to that district for the fiscal year ending June 30, 1883.

B.—Statement of contracts entered into by the surveyor general of Oregon for the survey of public lands, payable from special deposits by individuals, for the fiscal year ending June 30, 1883.

The following tabular statements (A and B) will show the transactions of this office for the fiscal year in the matter of entering into contracts for surveys under the \$20,000 allotted to Oregon and special deposits by individuals.

The contract for the survey into lots and blocks of 640 acres of the Umatilla Indian reservation, adjoining the town of Pendleton, has been let to Mr. Peter Zahner, for a sum not to exceed \$2,000, and the work is now being executed.

In conformity with the instructions contained in the last paragraph of your letter heretofore referred to, I have the honor to report:

Aggregate number of miles surveyed, 10,135 miles 21 chains and 44 links.

Number of townships in which surveys were executed, 175.

Number of mineral surveys executed, 2.

Number of plats made, 694.

Number of acres inclosed by surveys, 3,429,035.98.

Aggregate of special deposits made for surveys: Field work, \$39,036.94; office work, \$4,871. Total, \$43,907.94.

The surveys in this district having been under progress for more than thirty-two years, and at each annual report every important subject connected with the surveying interest of this State having been thoroughly discussed and presented to the Department of the Interior, it seems unnecessary to repeat the same thing on this occasion.

Trusting that I have fulfilled every requirement of your letter on which this report is based, I respectfully submit the same, with the hope that it will meet your approval.

Very respectfully, your obedient servant,

JAMES C. TOLMAN,
United States Surveyor General, Oregon.

Hon. N. C. MCFARLAND,
Commissioner of the General Land Office.

A.—Statement of contracts entered into by the surveyor general of Oregon on account of the \$20,000 assigned to Oregon for the fiscal year ending June 30, 1883.

Number of contract.	Date of contract.	Name of deputy.	Location and description of work.	Estimated liability.	Amount paid.	Remarks.
463	Aug. 29, 1882	John W. Meldrum.....		\$1,000 00	\$948 90	Completed.
465	Apr. 5, 1883	James L. Ramsey.....		5,000 00	.....	Deputy in field.
466	Apr. 5, 1883	John A. McQuinn.....		2,000 00	.....	Do.
467	Apr. 7, 1883	Laban H. Wheeler		2,000 00	.....	Do.
469	Apr. 13, 1883	George Mercer.....		2,000 00	.....	Do.
470	Apr. 14, 1883	Henry W. Cooke.....		5,000 00	.....	Do.
473	June 5, 1883	Samuel C. Flint	for field work of \$6,000. Completion of the sixth standard parallel S. and the exterior of T. 27 S., R. 4 E. Completion of seventh standard parallel S. through R. 8, 9, 10, 11, 12, 13, and 14 W.; the exterior of T. 32 S., R. 9 and 10 W., and sufficient of the subdivisions of said townships to make an aggregate cost under this contract of \$2,000.	900 00	.....	Do.
474	May 10, 1883	R. S. Dickerson.		2,000 00	.....	Do.
				19,900 00	948 90	

PORTLAND, OREG., July, 1883.

JAMES C. TOLMAN,
United States Surveyor General.

B.—Statement of contracts entered into by the surveyor general of Oregon for survey of public lands, &c.—Continued.

Date of contract.	Name of deputy.	Description of work.	Amount deposited for field work.	Cost of the survey.	Amount paid the deputy.	Remarks.
472	May 2, 1883	Joseph Dobbins	\$720 00	.....	.....	Deputy in field.
476	May 18, 1883	Samuel W. Lackland... All lines necessary to complete the survey of T. 11 S., R. 9, 10, 11, and 12 E.; T. 12 S., R. 11 and 12 E., and T. 13 S., R. 11 and 12 E., Willamette meridian, Oregon.	2,944 00	.....	.....	Do.
477	June 2, 1883	William B. Barr	900 00	.....	.....	Work returned, but not plated.
		Total amount deposited	35,837 23			
		Total cost of survey		\$14,589 75		
		Total amount paid deputies			\$14,589 75	

NOTE.—Two small islands were surveyed during the year under the special deposit law, on which were deposited: For field work, \$52.51; for office work, \$27.

PORTLAND, OREG., July, 1883.

JAMES C. TOILMAN,
United States Surveyor General.

N.—REPORT OF THE SURVEYOR GENERAL OF UTAH.

UNITED STATES SURVEYOR GENERAL'S OFFICE,
Salt Lake City, Utah, July 23, 1883.

SIR: In compliance with your circular of April 19, 1883, I have the honor to transmit herewith in duplicate the annual report of the surveying operations in this district for the fiscal year ending June 30, 1883, accompanied with the following tabular statements:

A.—Statement showing condition of surveys of public lands under the regular appropriation returned and approved during the fiscal year ending June 30, 1883.

B.—Statement showing condition of surveys of public lands, under deposits made by individuals, returned and approved during the fiscal year ending June 30, 1883.

There has been surveyed since my last annual report 3,245 miles, 13 chains, and 98 links, embracing 44 townships, at a cost of \$33,448.66.

One hundred and sixty-four subdivision plats and 30 exterior plats have been made in the agricultural division.

The amount of deposits for surveys under sections 2401, 2402, 2403 was \$12,068.19 for field work, and \$1,825 for office work.

During the fiscal year 161 mining claims have been surveyed, 711 plats were made in the mineral division, the amount deposited therefor being \$5,238 for office work and stationery.

Very respectfully,

FRD. SALOMON,
United States Surveyor General.

Hon. N. C. MCFARLAND,
Commissioner General Land Office, Washington, D. C.

A.—Statement showing condition of surveys of public lands under the regular appropriation returned and approved during the fiscal year ending June 30, 1883.

Deputy.	Contract No.	Date.	Surveys.	Extent.	Rate.	Cost.	Remarks.
Ferdinand Dickert	106	1882. May 16	Meridian lines: Resurvey second guide meridian through T. 11 S., between R. 14 and 15 W. of the Salt Lake meridian.	M. obs. lts. 6 78 50	\$12 00	\$88 82	Amount of contract \$1,887 40 of contract No. 1,952 27 1,984 12 To deficiency 31 86 Account, August 8, 1881 Reduced by Commissioner's letter M, September 5, 1882 4 82
				6 00 08	12 08	73 00	
				72 74 50	10 00	729 25	
							Unexpended amount 1,979 21 Balance due 27 64
Augustus D. Ferron	104	1881. June 30	Lake meridian. Ditto augmented	59 77 56	14 08	839 58	Balance of contract 523 78 Account, August 21, 1882 639 55 To deficiency 96 07
				26 61 32	8 00	214 12	
				4 42 08	19 08	45 25	
				14 79 08	12 08	179 85	
Augustus D. Ferron	110	1882. Aug. 29	Ternabip lines: Survey and resurvey of the fractional N. and S. boundaries T. 14 S., R. 1 W., of the Salt Lake meridian. Ditto augmented Subdivisions: Fractional T. 15 S., R. 1 W., of the Salt Lake meridian. Ditto augmented	23 00 08	16 08	352 00	Amount of contract 6,000 90 Account, June 9, 1883 \$3,900 27 Reduced by Commissioner's letter M, July 2, 1883 483 46 Balance 5,596 81
				4 00 08	10 08	40 00	
				8 46 50	14 08	49 00	
				5 00 00	8 08	40 00	
Augustus D. Ferron	110	1882. Aug. 29	Meridian lines: Resurvey second guide meridian E. through T. 20 S., between R. 7 and 8 E., Green River guide meridian, T. 21 S., between R. 15 and 16 E., and Henry Mountain guide meridian, T. 20 S., between R. 15 and 16 E., of the Salt Lake meridian. Standard lines: Fractional resurvey second standard parallel N., R. 6 E. and fourth standard parallel S., through R. E. of the Salt Lake meridian augmented.	2 00 00	10 08	20 00	
				2 00 00	9 00	18 80	
				8 00 00	13 08	104 08	
				8 80 00	13 00	104 00	

PUBLIC LANDS.

[illegible]

REPORT OF THE SECRETARY OF THE INTERIOR

Deputy.	Contract.		Surveye.	Extent.	Rate.	Cost.	Remarks.
	No.	Date.					
Thomas C. Bailey .	114	1892. Oct. 20		M. chs. lkr. 78 32 56	\$12 09	\$1,019 20	Amount of contract \$6,000 00 Account January 25, 1893... .. 5,163 45 <u>To deficiency</u> 163 45
				3 90	5 40	24	
				20 04 00	12 40	204 00	
				241 19 92	11 60	3,752 77	
				18 44	6 40	1 15	
				1,392 54 90		13,818 70	
				Total.....			
				San augmented. Ditto closings.....			

FRED. SALOMON,
United States Surveyor General for Utah.

11.—Statement showing condition of surveys of public lands, under deposits made by individuals, returned and approved during the fiscal year ending June 30, 1883.

Deputy.	Contract.		Surveys.	Extent.	Rate.	Cont.	Remarks.
	No.	Date.					
Andrew J. Stewart, Jr.	163	June 15 1881.	Meridian lines. Resurvey of first guide meridian through T. 5 S. between R. 4 and 5 E. and the Snake Valley guide meridian; through T. 16, 17, 18, 19, and 20 S., R. 17 and 18 W. of the Salt Lake meridian.	22 04 46	\$12 00	\$144 07	Payable out of certificates of deposits. Amount..... \$7,470 00 Cost of field work..... 7,434 91
			Same augmented.				To deficiency..... 14 91
			Standard lines: The third standard parallel south through R. 18 and 19 W.; the fourth standard parallel south through R. 14, 15, 16, 17, 18, 19, and 20 W.; and survey and resurvey of the fifth standard parallel south through R. 9 W. of the Salt Lake meridian.	24 07 50 27 06 80	16 00 12 00	395 50 323 90	
			Same augmented.				Account July 22, 1882..... 7,484 91 Refunded by Commissioner's letter M, September 11, 1882..... 6 00
Thomas C. Bailey	167	Mar. 11 1882.	Township lines: West boundary T. 5 S., R. 4 E.; resurvey of the west and survey and resurvey of fractional south boundaries T. 6 S., R. 3 E.; survey of the north east and west boundaries of T. 16 S., R. 19 W.; south and west boundaries of T. 16 S., R. 18 W.; north east, and west boundaries of T. 16, 19, and 20 S., R. 19 W.; east and resurvey of the west boundaries of T. 25 S., R. 9 W. of the Salt Lake meridian.	23 45 52 71 49 54	16 00 10 00	537 16 716 21	2,475 91
			Same augmented.				
			Meridian lines: Deep Creek guide meridian T. 8 S., between R. 19 and 20 W.; Willow Spring guide meridian through T. 11, 12, 13, 14, and 15 S., between R. 17 and 18 W. of the Salt Lake meridian.	74 21 30 108 04 32	14 00 8 00	1,041 50 1,280 48	
			Same augmented.				
Thomas C. Bailey	167	Mar. 11 1882.	Meridian lines: Deep Creek guide meridian T. 8 S., between R. 19 and 20 W.; Willow Spring guide meridian through T. 11, 12, 13, 14, and 15 S., between R. 17 and 18 W. of the Salt Lake meridian.	209 32 46 3 19 70	10 00 15 00	2,094 05 51 94	
			Same augmented.				
			Meridian lines: Deep Creek guide meridian T. 8 S., between R. 19 and 20 W.; Willow Spring guide meridian through T. 11, 12, 13, 14, and 15 S., between R. 17 and 18 W. of the Salt Lake meridian.	0 7 50	12 80	1 13	Payable out of certificates of deposits. Amount..... \$4,040 00 Cost of field work..... 4,327 84
			Same augmented.				To deficiency..... 287 84

B.—Statement showing condition of surveys of public lands, under deposits made by individuals, &c.—Continued.

Deputy.	Contract No.	Date.	Surveys.	Extent.	Rate.	Cost.	Remarks.
Thomas C. Bailey	187	1882. Mar. 11	Standard lines Resurvey second standard parallel south through R. 16 and 17 W. of the Salt Lake meridian. Same augmented. Turn of 19 W. vny east and Lake meridian. Same augmented. Subdivisions: Survey T. 8 S., R. 19 W.; additional T. 9 S., R. 19 W.; survey of T. 11 S., R. 16 and 17 W.; sur-	<i>Mc Cle Lbr</i> 1 30 08 21 00 08 1 58 62 08 77 52 14 47 23 249 05 97 8 00 08 24 58 60 118 45 90	12 00 18 00 10 00 14 00 8 00 18 00 16 00 14 00	12 80 178 80 17 46 927 87 116 72 2,480 75 95 60 386 72 1,000 00	Account August 14, 1882..... 4,227 84 Reduced by Commissioner's letter M, September 6, 1882..... 258 92 Amount of deposits..... 4,078 92 Balance due 4,040 00 38 92 Amount of contract..... 94,258 00 Payable out of certificates of deposits. 8,004 22 Amount..... 8,011 72 Cost of field work 597 40 To deficiency Account February 5, 1883..... 5,138 99 Do..... 1,317 74 Total..... 6,456 73 Amount of deposits..... 6,004 22 Balance..... 597 40
Henry Fitzhugh	189	July 26	mentioned. T. 1 north and W.; sur- vey of W.; re- and west is north, ; survey ; survey of T. 28 id resur- t bound- aries of T. 28 S., R. 5 W.; survey of the fractional east boundary of T. 20 S., R. 6 W.; resurvey of the north and fractional west boundaries of T. 20 S., R. 7 W. of the Salt Lake meridian, augmented.				

Augustus D. Ferron . 113 Aug. 20	Subdivisions: Additional T. 20 S., R. 2 W., fractional T. 21 S., R. 2 W.; T. 24 and 25 S., R. 5 W.; T. 28 S., R. 15 W.; additional T. 20 S., R. 9 W.; and T. 30 S., R. 6 and 7 W. of the Salt Lake meridian.	7	58	31	8	00	61	83
	Same augmented	418	61	20	10	00	4,187	65
	Meanders: Left bank of Birch Creek, T. 30 S., R. 6 W. of the Salt Lake meridian, augmented.	6	72	53	16	00	110	50
	Township lines: Resurvey fractional south and east boundaries T. 14 S., R. 9 E. of the Salt Lake meridian, augmented.	6	00	00	11	00	66	00
	Subdivisions: Fractional T. 10 S., R. 6 E.; fractional T. 11 S., R. 8 and 9 E.; fractional T. 14 S., R. 9 E.; additional survey and resurvey T. 17 S., R. 8 E.; fractional T. 18 S., R. 7 E.; additional T. 19 S., R. 9 E.; and additional T. 20 S., R. 8 E. of the Salt Lake meridian, augmented.	177	05	36	7	00	1,239	48
	Total	1,852	39	08			19,629	96

O.—REPORT OF THE SURVEYOR GENERAL OF WASHINGTON TERRITORY.

UNITED STATES SURVEYOR GENERAL'S OFFICE,
Olympia, Wash. Ty., July 18, 1883.

SIR: I have the honor to transmit herewith, in duplicate, a report of the survey of public lands in this district for the year ending June 30, 1883, accompanied by the following tabular statements, viz:

A.—Statement showing the condition of contracts not closed at date of last annual report.

A¹.—Statement of contracts for the survey of public lands in Washington Territory, chargeable to special deposits, under the provisions of section 2401, Revised Statutes of the United States.

B.—Statement of contracts let for the survey of public lands in Washington Territory, the number of miles and acres in each township, the number of plats made, and the amount paid on contracts under the appropriation for the fiscal year ending June 30, 1883.

PUBLIC LAND SURVEYS.

The accompanying statements show the aggregate number of miles surveyed during the past fiscal year as follows:

Number of standard lines run, 48 miles, 77.16 chains.

Number of township lines run, 201 miles, 18.46 chains.

Number of section lines run, 1,838 miles, 57.82 chains.

Number of meander lines run, 173 miles, 39.55 chains.

Total number of miles surveyed, 2,262 miles, 32.99 chains.

Number of townships surveyed, 39.

Number of plats made, 119.

Aggregate of special deposits for field work, \$27,117; for office work, \$3,340. Of this amount there remains for surveys to be completed, payable from special deposits, \$9,418 for field work and \$850 for office work.

The aggregate amount deposited for office work on mining claims is \$70. No official survey of a mineral claim has yet been made in this Territory.

There has been no deposit made through this office by railroad companies for field or office work during the past fiscal year.

In connection with this report I would most respectfully recommend that hereafter I be required to make two annual reports, one showing the condition of the public land surveys in the district by tabular statements only, which will be embodied in your annual report as heretofore, and the other treating of the resources, growth, climate, general prosperity, and industries of the Territory, and also to contain a general classification of the lands in the different portions of the district, their desirability for settlement, &c., and any other matters of interest to the public which may be suggested or directed by you, the same to be brief in compilation and to be published in pamphlet form under your direction for distribution.

I make this recommendation or suggestion for two reasons, viz, first, because to attempt to embody such material in your annual report from the several surveyors general would make it too voluminous and expensive for the purposes designed; and second, that this office for the past year or two has been besieged with letters from many portions of the country asking for information of a general and special character, which it is impossible to furnish with written answers. By those contemplating a settlement in this or any other new country, the office of the surveyor general is often first selected as a source through which the desired information is thought to be obtained, but the applicant is often from necessity disappointed by receiving only a brief letter in reply, which is all that the limited clerical force in this office will allow in most cases. Even the supply of General Land Office maps of this Territory has never been adequate to meet one-fourth of the demand for them.

In 1879, by request of the Secretary of the Interior, I hastily prepared the substance of a small pamphlet, which was soon exhausted by the demand from those seeking

information concerning this country, since which time nothing of this nature has been called for by the Department. In view of my great dislike to publish by letter or otherwise the inability of this office to furnish such information as should properly emanate therefrom, and also the general disappointment to others who naturally seek for information of vital interest to themselves, should they be denied, I earnestly hope that my request may be granted. In my judgment the small amount of money and labor required to thus supply people seeking a knowledge of the country in which they contemplate making their future homes could not be more wisely expended by the Government.

It is, therefore, for the reasons already given, that I do not attempt as heretofore, to add anything of this nature to my present report.

Very respectfully, your obedient servant,

W. McMICKEN,

United States Surveyor General, Washington Territory.

HON. N. C. MCFARLAND,

Commissioner of the General Land Office, Washington, D. C.

A.—Statement showing condition of contracts

Contract.		Name of deputy.	Character and location of work.
Number.	Date.		
271	July 8, 1881	Lewis D. W. Shelton..	Resurvey of south boundary, part of east and west boundary, survey of north boundary, subdivisions, and meanders, T. 10 N., R. 7 W.
	Special instructions, June 27, 1882. *	.....	Fractional subdivisions, T. 11 N., R. 7 W..
272	July 15, 1881	Dudley S. B. Henry ...	Fractional subdivisions, T. 12 N., R. 6 W..
	Special instructions, May 30, 1882.	.....	East and west boundary, T. 11 N., R. 7 W..
280	June 29, 1882.....	James T. Berry	Resurvey of part of third standard parallel north, through R. 7 W.; survey of south, east, and west boundary, subdivisions, and intersections, T. 12 N., R. 7 W.*
			Resurvey of part of fourth standard parallel north, through R. 5 W.; part of west boundary and section lines, and survey of subdivisions and intersections, fractional T. 16 N., R. 5 W.
			Resurvey of fourth standard parallel through R. 6 W.; part of east and west boundary and section lines, and survey of subdivisions, fractional T. 17 N., R. 6 W.
			Resurvey of fourth standard parallel north, through R. 7 W.; part of west boundary and section lines, and survey of subdivisions, fractional T. 17 N., R. 7 W.
			Resurvey of fourth standard parallel north, through R. 8 W.; part of west boundary and section lines, and survey of subdivisions, fractional T. 17 N., R. 8 W.
	Special instructions, May 31, 1882.	Lewis D. W. Shelton..	Resurvey of section lines and survey of subdivisions, fractional T. 17 N., R. 9 W.
			Remeandering Gray's River, through T. 10 N., R. 8 W.
			Total number of miles run.....
			Total number of acres surveyed.....
			Total number of plats made
			Total amount paid on contracts

* Substituted in place of townships 14 and 15 N., R. 9 W.

not closed at date of last annual report.

Number of miles surveyed.					Acres.	Plats made.				Amount paid on contracts.
Standard.	Township.	Section.	Meander.	Total.		Original.	General Land Office.	Register.	Total.	
M. C. L.	M. C. L. 19 27 30	M. C. L. 50 10 23	M. C. L. 11 42 90	M. C. L. 90 00 48	22,229.88	1	1	1	3	\$1,209 72
.....	.....	21 56 50	.....	21 56 50	8,019.60	1	1	1	3
.....	.....	6 60 15	.....	6 60 15	2,158.80	1	1	1	3
.....	12 00 00	12 00 00	1	1	0	2	1,128 63
0 40 00	19 12 24	62 78 74	.....	82 50 98	24,274.19	1	1	1	3
2 37 13	4 02 85	14 02 20	.....	20 42 18	5,076.83	1	1	1	3
5 85 86	6 76 86	42 01 51	54 63 73	14,107.84	1	1	1	3	2,462 04
5 64 18	3 00 00	32 32 65	.....	41 16 83	11,128.84	1	1	1	3
5 68 10	2 00 00	21 57 40	.....	29 45 50	7,486.45	1	1	1	3
.....	21 63 08	21 63 08	7,523.42	1	1	1	3	219 28
.....	.....	.....	18 18 10	18 18 10	.....	1	1	1	3
20 35 27	66 88 75	282 42 46	29 61 00	399 17 48	5,019 67
.....	.....	.....	.....	.....	102,003.85	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	11	11	10	32

A¹.—Statement of contracts for the survey of public lands in Washington Territory, chargeable the fiscal year

Contract.		Name of deputy.	Character and location of work.
Number.	Date.		
266	Dec. 16, 1880; special instructions, June 8, 1882.	Truax and Snow.....	Resurvey of part of south boundary; survey of north and east boundary, subdivisions and meanders, T. 27 N., R. 34 E. Resurvey of part of west boundary; survey of north boundary, subdivisions, and meanders, T. 27 N., R. 40 E. Resurvey of east boundary; survey of subdivisions and meanders, T. 27 N., R. 41 E.
273	July 23, 1881; special instructions, Oct. 3, 1881.	Edson D. Briggs	Subdivisions, intersections, and meanders, T. 24 N., R. 26 E. Subdivisions, T. 25 N., R. 27 E. Subdivisions, T. 26 N., R. 27 E. Subdivisions, T. 27 N., R. 27 E. Resurvey of fourth standard parallel N. through R. 28 E.; survey of subdivision lines, T. 17 N., R. 28 E. Resurvey of part of east boundary; survey of subdivisions, T. 19 N., R. 30 E. Resurvey of fifth standard parallel N. through R. 30 E.; survey of subdivisions and intersections, T. 20 N., R. 30 E.
275	Aug. 8, 1881; special instructions, Sept. 28, 1881.	Arthur M. White	Subdivisions, T. 25 N., R. 28 E. Subdivisions, T. 26 N., R. 28 E. Subdivisions, T. 27 N., R. 28 E. Subdivisions, T. 18 N., R. 29 E. Subdivisions, T. 19 N., R. 29 E. Subdivisions, T. 20 N., R. 29 E. Subdivisions, T. 26 N., R. 29 E.
277	Aug. 24, 1881 Special instructions, Aug. 4, 1882.	Joseph M. Snow	Resurvey south and east boundary; survey of subdivision lines, T. 26 N., R. 41 E. T. 23 N., R. 24 E. T. 24 N., R. 24 E. T. 24 N., R. 25 E. T. 25 N., R. 25 E.
278	Sept. 21, 1881	Newton Clark	Resurvey of east boundary; survey of part of north boundary, first standard parallel north, through R. 10 E., and subdivisions, fractional T. 5 N., R. 10 E. Resurvey of first standard parallel north, through R. 12 E.; south and east boundary, and survey of subdivisions and intersections, T. 4 N., R. 12 E.
279	Special instructions, Sept. 15, 1882. Oct. 20, 1881 Special instructions, Mar 1, 1882.	Gilbert M. Ward.....	North, east, west, part of south boundary and subdivisions, T. 6 N., R. 10 E. Resurvey of part of 7th standard parallel north, through R. 14 W.; survey of south and east boundary, subdivisions, intersections, and meanders, T. 28 N., R. 14 W. Seventh standard parallel north, through R. 18 W.; part of south and east boundary, subdivisions, intersections, and meanders, fractional T. 28 N., R. 18 W. Townships 17, 18, 19, and 20 N., R. 23 E.
284	Oct. 7, 1882	Newton Clark	Resurvey part of east boundary; survey of subdivisions and intersections, fractional T. 4 N., R. 10 E. Subdivisions and intersections, fractional T. 4 N., R. 11 E. Resurvey part of south boundary; survey of north, east, west boundary and subdivisions, T. 7 N., R. 12 E.
288	June 6, 1883	Wencel H. Plachy	Exteriors and subdivisions, T. 29 and 30 N., R. 36, 37, 38, and 39 E.; T. 31 N., R. 37 E.; T. 32 N., R. 39 E.; T. 33 N., R. 40 E.; and T. 30, 31, and 32 N., R. 41 E.
			Total number of miles run..... Total number of acres surveyed Total number of plats made Total amount paid for field work Total amount deposited for field and office work.

to special deposits, under the provisions of section 2401, United States Revised Statutes, for ending June 30, 1883.

Number of miles surveyed.					Acres.	Plats made.				Amounts paid for surveys—field work.	Amount deposited.	
Standard.	Township.	Section.	Meander.	Total.		Original.	General Land Office.	Register.	Total.		For field work.	For office work.
M. O. L.	M. O. L.	M. O. L.	M. O. L.	M. O. L.								
.....	10 57 12	59 65 53	2 36 70	72 79 40	22, 936. 56	1	1	1	3	\$1, 955 00	\$720	\$75
.....	6 49 40	59 50 07	18 79 97	85 19 44	22, 557. 70	1	1	1	3		560	75
.....	5 76 00	59 48 92	18 25 50	83 70 42	22, 382. 45	1	1	1	3		675	75
.....	.....	59 81 62	29 10	59 60 72	20, 707. 71	1	1	1	3		630	75
.....	.....	59 72 31	.....	59 72 31	22, 994. 55	1	1	1	3	479 23	560	75
.....	.....	59 71 56	.....	59 71 56	22, 943. 22	1	1	1	3	479 16	485	75
.....	.....	59 59 95	.....	59 59 95	22, 865. 82	1	1	1	3	477 99	485	75
4 01 91	.....	60 01 10	.....	64 08 01	23, 082. 16	1	1	1	3	528 40	560	75
.....	1 40 00	60 00 23	.....	61 40 23	23, 027. 96	1	1	1	3	495 02	557	75
3 00 00	.....	60 00 37	.....	62 00 37	22, 990. 15	1	1	1	3	504 04	704	75
.....	.....	59 70 91	.....	59 70 91	23, 010. 24	1	1	1	3	479 09	560	75
.....	.....	59 68 71	.....	59 68 71	22, 956. 34	1	1	1	3	478 87	485	75
.....	.....	59 76 70	.....	59 76 70	22, 964. 16	1	1	1	3	479 67	485	75
.....	.....	60 06 46	.....	60 06 46	23, 022. 17	1	1	1	3	480 65	485	75
.....	.....	60 05 70	.....	60 05 70	23, 045. 16	1	1	1	3	480 57	485	75
.....	.....	60 27 97	.....	60 27 97	23, 266. 71	1	1	1	3	482 80	620	75
.....	.....	60 10 27	.....	60 10 27	23, 099. 50	1	1	1	3	481 03	485	75
.....	12 00 20	60 00 23	.....	72 00 43	23, 015. 15	1	1	1	3	485 00	485	75
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(*)	480	75
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		480	75
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		480	75
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		600	75
3 00 00	9 00 01	26 00 19	.....	37 00 20	9, 122. 37	1	1	1	3	1, 167 81	486	75
5 79 98	11 79 86	59 78 65	.....	77 78 49	23, 022. 48	1	1	1	3		1, 180	75
.....	20 78 14	59 77 53	.....	80 75 67	23, 009. 01	1	1	1	3		1, 104	75
4 40 00	12 00 76	60 07 39	46 37 20	123 05 35	22, 111. 63	1	1	1	3		1, 669	100
1 00 00	5 79 70	48 41 37	23 27 60	83 69 17	17, 482. 96	1	1	1	3	1, 152 00	1, 152	75
.....	2 00 00	17 00 92	.....	19 00 92	6, 236. 48	1	1	1	3	(†)	2, 628	300
.....	.....	23 73 79	.....	23 73 79	9, 057. 68	1	1	1	3	1, 794 20	318	25
.....	21 77 50	59 70 10	.....	81 67 60	22, 988. 86	1	1	1	3		576	40
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		1, 188	75
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		4, 750	850
4 41 39	120 58 60	1, 433 59 60	100 76 07	1, 638 76 25	543, 803. 67	26	26	26	78	15, 873 99	27, 117	3, 340

* Notes in office, being platted and transcribed. † Not completed; deputy in the field.

B.—Statement of contracts let for the survey of public lands in Washington Territory, the on contracts under the appropriation for

Contract.		Name of deputy.	Character and location of work.
Number.	Date.		
282	September 7, 1882	Oliver P. Iverson	Resurvey of part of fifth standard parallel, through R. 6 E.; part of east and west boundary and section lines, survey of subdivisions and meanders, T. 21 N., R. 6 E.
283	September 13, 1882	Ignatius A. Navarre ..	T. 12 and 13 N., R. 15 E., and T. 17 N., R. 16 E.
285	October 19, 1882	White & Snow.....	T. 27 N., R. 35, 36, 42, and 43 E., and T. 38 N., R. 36 and 43 E.
286	December 15, 1882.....	James T. Berry	Part of north boundary, subdivisions, and meanders, T. 33 N., R. 5 E., fractional. Subdivisions and meanders of fractional T. 34 N., R. 5 E.
	Special instructions, June 28, 1883.	.....	T. 27 N., R. 8 and 9 E., and other townships contiguous thereto, not to exceed liability of contract; substituted for unsurveyable portions of T. 33 and 34 N., R. 5 E.
287	December 23, 1882.....	Charles E. Sears	Fractional T. 2 and 3 N., R. 6 E
	Special instructions, May 4, 1883.	.....	Fractional T. 2 N., R. 5 E., substituted in place of unsurveyable portions of T. 3 N., R. 6 E.
288	February 2, 1883	Gilbert M. Ward.....	Fractional T. 18 N., R. 10 W., and T. 19 N., R. 10 W.
289	February 13, 1883	Oliver B. Iverson	T. 37, 38, and 39 N., R. 4 E
290	May 7, 1883.....	James K. Hull	T. 28, 29, 30, 31, and 32 N., R. 40 E., and T. 29 N., R. 41, 42, and 43 E.
291	May 16, 1883	Charles Holcomb	Sixth standard parallel N., through R. 16, 17, 18, 19, 20, and 21 E., and the exterior lines of T. 25, 26, and 27 N., R. 16, 17, 18, 19, 20, and 21 E.
292	May 16, 1883	John L. McCoy	T. 25, 26, and 27 N., R. 18, 19, and 20 E.....
294	June 18, 1883.....	George Gardiner.....	Subdivisions T. 25, 26, and 27 N., R. 18, 19, and 20 E.
Totals			
Totals brought forward from statement A			
Totals brought forward from statement A ¹			
Total number of miles run			
Total number of acres surveyed			
Number of township plats made			
Number of township-donation plats, tracings, &c., made			
Total number of plats and tracings made			
Total amount paid on contracts			

EXHIBIT No. 1.

Amount of appropriation apportioned Washington Territory for the fiscal year ending June 30, 1883.....	\$35,000 00
Amount paid on contracts, as above	2,618 52
Balance applicable to unfinished contracts.....	32,381 48

W. McMICKEN,
United States Surveyor General, Washington Territory.

SURVEYOR GENERAL'S OFFICE,
Olympia, Wash., July 18, 1883.

number of miles and acres in each township, the number of plats made, and the amount paid the fiscal year ending June 30, 1883.

Number of miles surveyed.					Acres.	Plats made.				Amount paid on contracts.	Remarks.
Standard.	Township.	Section.	Meander.	T tal.		Original.	General Land Office.	Register.	Total.		
M. O. L. 4 00 00	M. O. L. 11 01 18	M. O. L. 57 02 60	M. O. L. 27 05 68	M. O. L. 99 09 46	20,286.43	1	1	1	3	\$1,533 97	Completed.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(a)	T. 12 and 13 N., R. 15 E. Notes in office, being platted and transcribed.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(b)	Deputies preparing field notes of survey.
.....	2 79 84	82 58 16	5 14 90	40 72 90	11,209.55	1	1	1	3	1,084 55	Completed.
.....	.....	82 55 00	1 41 90	34 16 90	11,305.34	1	1	1	3		
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(c)	Deputy in the field.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(d)	Deputy preparing the field notes of the survey.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Deputy preparing the field notes of the survey.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(e)	Deputy in the field.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(f)	Do.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(g)	Do.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(h)	Do.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Bond suspended and contract canceled.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(i)	Deputy in the field.
4 00 00	14 01 02	122 35 76	83 62 48	174 19 26	42,801.32	3	3	3	9	2,618 52	
2 35 27	66 38 75	282 42 46	29 61 00	399 17 48	102,003.85	11	11	10	32	.....
4 41 89	120 58 69	1,433 59 60	109 76 07	1,688 76 25	543,803.67	26	26	26	78	.....
4 77 16	201 18 46	1,838 57 82	173 39 55	2,262 32 99	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	688,608.84	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	40	40	39	119	.....
.....	.....	.....	.....	.....	.....	44	.....	.....	44	.....
.....	.....	.....	.....	.....	.....	84	40	39	163	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,618 52	

a Estimated liability of contract, \$2,000.
c Estimated liability of contract, \$5,000.
e Estimated liability of contract, \$1,800.
g Estimated liability of contract, \$5,000.
i Estimated liability of contract, \$5,000.

b Liability of contract, \$2,400.
d Estimated liability of contract, \$2,500.
f Estimated liability of contract, \$3,500.
h Estimated liability of contract, \$5,000.

P.—REPORT OF THE SURVEYOR GENERAL OF WYOMING.

UNITED STATES SURVEYOR GENERAL'S OFFICE,
Cheyenne, Wyo., July 25, 1883.

SIR: As required in your letter of April 29, 1883, I have the honor to submit herewith, in duplicate, my annual report of the surveying operations in the Wyoming district for the fiscal year ending June 30, 1883.

PUBLIC SURVEYS.

Guide and auxiliary meridians and standard parallels have been extended and established for a total distance of 1,238 miles, 7 chains, and 68 links. The exterior boundaries of 628 townships have been surveyed and established, the total length of which is 5,828 miles, 66 chains, and 95 links. The section or legal subdivision lines of 662 townships, embracing an area of 14,853,452.31 acres, of which 1,263.04 acres are mineral lands, have been surveyed, amounting to 38,693 miles, 66 chains, and 46 links in length.

The number of mining claims is 15, and the number of plats made is 2,148. The total amount of special deposits for surveys made under sections 2401, 2402, 2403 Revised Statutes, during the fiscal year, is \$63,484.44, and for office work on mining claims \$40. The balance unexpended of special deposits for surveys made by railroad companies is \$7,429.16, and for office work, \$1,694.44. The eastern portion of the lands subdivided consists chiefly of grazing lands on the North Platte and Cheyenne Rivers and their confluents; the northern surveys embrace valuable agricultural and grass lands in the valleys of Powder River and its branches; the middle portions, in the valleys of the Sweetwater and its tributaries, embrace grazing lands, on which many settlements have been made; the southwestern subdivisions are on the forks of Green River, and contain good grazing lands. Stock growing in Wyoming is very profitable, and grass lands having running water are being rapidly settled and improved. The total area subdivided in Wyoming is now 29,142,047.45 acres.

PROPOSED SURVEYS.

The annual estimate for the extension of the public surveys in Wyoming Territory, during the fiscal year ending June 30, 1885, is as follows:

For extending surveys of standard lines, 600 miles, at \$9 per mile	\$5,400	
For extending surveys of township lines, 2,000 miles, at \$7 per mile ..	14,000	
For extending surveys of section lines, 2,000 miles, at \$5 per mile	10,000	
		<hr/> \$29,400
Salary of surveyor general, per annum	3,000	
Salary of chief clerk, per annum	2,000	
Salary of principal draughtsman, per annum	1,800	
Salaries of ten assistant draughtsmen, per annum, at \$1,400 each	14,000	
Salaries of eight transcribing clerks, per annum, at \$1,200 each	9,600	
Office rent, fuel, stationery, messenger, and contingent expenses	2,500	
		<hr/> 32,900
Total for field and office work		<hr/> 62,300

These estimates are for standard and exterior lines in the valleys of the Big Horn, Green, and Powder Rivers, and for the subdivision of such townships as have settlements, and contain agricultural and grazing lands that can be irrigated; also those containing timber and coal. The arrears of office work are the descriptive lists of 713 townships and registers' maps of 209 townships.

As the surveys under the appropriations of June 16, 1880, and August 7, 1882, are not fully completed, the deficiencies, if any, cannot yet be determined, and that of March 3, 1881, was met by special deposits made on surveys contracted for under that appropriation.

OFFICE WORK.

Of the surveys payable from the balance of the appropriation of March 3, 1881, and from special deposits made by settlers, the original field notes of the standard, exterior, and subdivision lines returned by deputy surveyors have been carefully and critically examined and approved upon the intrinsic evidence of correctness. The original diagrams and maps of these surveys have been constructed on the usual scale from the field notes, and placed on file, and a copy of each has been made, compared, and transmitted to the General Land Office. Copies of all the maps of subdivisions have been made and compared, and after acceptance by the Commissioner of the General Land Office they have been sent to the proper local land offices. Registers' receipts for said maps are on file. The original field notes of all the aforesaid surveys have been transcribed, compared, prefaced with title pages and index diagrams, and, with the maps and surveyors' accounts, transmitted to the General Land Office. One hundred and seventy-two lists descriptive of the corners, soil, &c., of eighty-six townships of subdivisions have been compiled from, and carefully compared with, the original field notes, certified and sent to the registers of the proper local land offices, and 156 lists with the subdivision corners and part of the exterior corners described are now nearly ready for delivery. The arrears in office work on registers' maps and descriptive lists are now being rapidly worked up. The large amount of surveys contracted for in 1882 has greatly increased the work of this office in preparing contracts, special instructions, surveyors' diagrams, correspondence, and recording letters, accounts, &c.

CONTRACTS OF 1880, 1881, AND 1882.

Contract No. 109, payable from balance of appropriation of June 16, 1880, is not yet fully completed, but all other contracts issued to September 28, 1881, are completed, and after that date twenty-nine contracts to June 30, 1882, are completed, and sixteen contracts are unfinished.

This description shows the condition of contracts issued previous to June 30, 1882.

Very respectfully, your obedient servant,

EDW. C. DAVID,
United States Surveyor General.

Hon. N. C. MCFARLAND,
Commissioner of the General Land Office, Washington, D. C.

A.—Statement of contracts entered into, and the condition of the public surveys, under special deposits made by settlers per section 2401 Revised Statutes, during the fiscal year ending June 30, 1883.

No. of contract.	Date.	Deputy.	Synopsis of surveys.	Sums paid.	Condition of work.
180	1882 July 6	R. H. Woods	Subdivision T. 51 and 52 N., R. 96 W., and T. 49, 50, 51 and 52 N., R. 97 and 98 W.	.....	Unfinished.
181	July 6	W. H. Proctor	Subdivision T. 45, 46, 47, and 48 N., R. 97 and 98 W., and T. 45 and 46 N., R. 99 W.	.....	Do.
182	July 8	Wm. O. Owen	Exteriors and subdivision T. 23 and 24 N., R. 89, 90, 91, and 92 W., and T. 22 N., R. 90 and 91 W.	.....	Do.
183	July 8	Wm. O. Downey	Subdivision T. 17, 18, and 19 N., R. 89, 90, and 91 W., and T. 17 N., R. 92 W.	.....	Do.
184	July 8	D. W. Fleet	Subdivision T. 30 and 31 N., R. 73 W.; T. 20 N., R. 87 W.; T. 23 N., R. 95 W., and T. 20, 21, 22, and 23 N., R. 96 W.	.....	Do.
185	July 10	C. A. Honey	Subdivision T. 47 and 48 N., R. 99 W., and T. 45, 46, 47, and 48 N., R. 100 and 101 W.	.....	Do.
186	July 10	N. J. Burnham	Subdivision T. 45, 46, 47, and 48 N., R. 102 and 103 W., and T. 45 and 46 N., R. 104 W.	.....	Do.
187	July 11	M. N. Grant	Subdivision T. 18 and 19 N., R. 92 W., and T. 17 and 18 N., R. 93, 94, 95, and 96 W.	.....	Do.
188	July 11	W. O. Downey	Exteriors and subdivisions T. 21 and 22 N., R. 92, 93, 94, and 95 W., and T. 23 N., R. 93 and 94 W.	.....	Do.

A.—Statement of contracts entered into, and the condition of public surreys, &c.—Continued.

No. of contract.	Date.	Deputy.	Synopsis of surveys.	Sums paid.	Condition of work.
189	1882. July 11	L. F. Stahle	Subdivision T. 54 and 55 N., R. 69, 70, 71 and 72 W., and T. 56 N., R. 69 and 70 W.	.....	Unfinished.
190	July 11	W. C. Sampson.....	Subdivision T. 25 N., R. 93, 94, 95, and 96 W.; T. 26 N., R. 93, 94, and 95 W.; T. 27 N., R. 93 and 94 W., and T. 28 N., R. 93 W.	\$4,920 80	Completed.
191	July 11	John L. Propst.....	Subdivision T. 31 N., R. 89, 90, 91, and 92 W., and T. 32 N., R. 89 to 94, inclusive, W.	5,828 34	Do.
192	July 11	W. O. Downey	Subdivision T. 30 and 31 N., R. 74 W., and T. 29, 30, 31, and 32 N., R. 75 and 76 W.	.....	Unfinished.
193	July 11	W. H. Proctor.....	Subdivision T. 49, 50, 51, and 52 N., R. 99 and 100 W., and T. 49 and 50 N., R. 101 W.	.....	Do.
194	July 11	N. J. Burnham	Subdivision T. 51 and 52 N., R. 101 W., and T. 49, 50, 51, and 52 N., R. 102 and 103 W.	.....	Do.
195	July 12	L. F. Stahle	Subdivision T. 49, 50, 51, and 52 N., R. 73 and 74 W., and T. 49 and 50 N., R. 75 W.	.....	Do.
196	July 12	Ed. F. Stahle.....	Subdivision T. 51 and 52 N., R. 75 W., and T. 49, 50, 51, and 52 N., R. 76 and 77 W.	.....	Do.
197	July 12	M. N. Grant.....	Subdivision T. 53, 54, 55, and 56 N., R. 73 and 74 W., and T. 53 and 54 N., R. 75 W.	.....	Do.
198	July 12	C. Holcomb	Subdivision T. 55 and 56 N., R. 75 W., and T. 53, 54, 55, and 56 N., R. 76 and 77 W.	.....	Do.
199	July 13	G. M. Carson.....	Subdivision T. 53, 54, 55, and 56 N., R. 93 and 94 W., and T. 53 and 54 N., R. 95 W.	.....	Do.
200	July 13	Theo. Binge	Subdivision T. 55 and 56 N., R. 95 W., and T. 53, 54, and 55 N., R. 96 and 97 W.	.....	Do.
201	July 13	R. W. Black.....	Subdivision T. 25 N., R. 89, 90, 91, and 92 W.; T. 26 N., R. 91 and 92 W.; T. 28 N., R. 89 and 92 W., and T. 30 N., R. 95 and 96 W.	4,969 04	Completed.
202	July 13	J. H. Fairfield.....	Subdivision T. 27 and 28 N., R. 97, 98, 99, and 100 W.	6,375 10	Do.
203	July 15	W. O. Owen	Exteriors and subdivision T. 36 N., R. 73 W., and T. 35 and 36 N., R. 74, 75 and 76 W.	3,382 82	Unfinished.
204	July 15	J. B. Shelby.....	Exteriors and subdivision T. 35 and 36 N., R. 77, 78, 79, and 80 W.	3,831 85	Do.
205	July 19	S. A. Hanson.....	Subdivision T. 51 N., R. 65 W., and T. 50 and 51 N., R. 66, 67, and 68 W.	7,071 48	Completed.
206	July 19	W. F. Benson	Subdivision T. 52 and 53 N., R. 65, 66, 67, and 68 W., and T. 54 N., R. 66 and 67 W.	.....	Unfinished.
207	July 19	M. F. Reilly.....	Subdivision T. 54 N., R. 68 W.; T. 55 and 56 N., R. 66, 67, and 68 W., and T. 56 N., R. 71 and 72 W.	.....	Do.
208	July 19	Chas. Holcomb	Subdivision T. 53, 54, 55, and 56 N., R. 98 and 99 W., and T. 53 and 54 N., R. 100 W.	.....	Do.
209	July 19	Chas. A. Honey	Subdivision T. 55 and 56 N., R. 100 W., and T. 53, 54, 55, and 56 N., R. 101 and 102 W.	.....	Do.
210	July 22	Frank Buckley	Subdivision T. 53, 54, 55, and 56 N., R. 103 and 104 W.	.....	Do.
211	July 22	W. H. Proctor	Subdivision T. 47 to 52, inclusive, N., R. 104 W.	.....	Do.
			Total paid on the foregoing contracts.	36,379 43	

EDW. C. DAVID,
Surveyor General.

B.—Statement of contracts entered into, and the condition of the public surveys under the appropriation of August 7, 1882, during the fiscal year ending June 30, 1883.

No. of contract.	Date.	Deputy.	Synopsis of surveys.	Sums paid.	Condition of work.
212	1883. May 14	John L. Propst	Thirteenth guide meridian from corner to T. 22 and 28 N., R. 104 and 105 W. to seventh standard parallel N.; sixth standard parallel N. in R. 101 to 104, inclusive, W.; exteriors of T. 25 to 28, inclusive, N., R. 101 to 104, inclusive, W., and subdivision T. 25 and 26 N., R. 99 to 100, inclusive, W.	.....	Unfinished.
213	May 18	John A. Curtis and Mark D. Libby.	Exteriors of T. 37 to 40, inclusive, N., R. 81 to 88, inclusive, W., and subdivision T. 37 to 40, inclusive, N., R. 81 to 88, inclusive, W., and T. 37 and 38 N., R. 87 W.	.....	Do.
214	May 29	M. F. Reilly	Fourteenth guide meridian in T. 27 and 28 N.; seventh standard parallel N. in R. 113 to 120, inclusive, W., and exteriors and subdivision T. 27 and 28 N., R. 113 to 116, inclusive, W., and T. 26, 27, and 28 N., R. 117 and 118 W.	.....	Do.
215	June 9	John L. Propst	Also, from appropriation of March 3, 1883, the following contract: Subdivision T. 27 and 28 N., R. 101 to 104, inclusive, W.; T. 29 N., R. 100, 101, and 102 W.; T. 30 N., R. 99 W.; T. 31 N., R. 97, 98, and 99 W., and T. 32 N., R. 97 and 98 W.	.....	Do.

EDW. C. DAVID,
Surveyor General.

UNITED STATES SURVEYOR GENERAL'S OFFICE,
Cheyenne, Wyo., July 25, 1883.

C.—Statement of special deposits made by railroad companies, showing amount expended and balance unexpended.

Date.		Surveys.	Office work.
Sept. 30, 1876	By balance unexpended of special deposits made by the Union Pacific Railroad Company.	\$1, 011 01	\$810 82
Jan. 27, 1881	By amount unexpended of special deposits made by the Union Pacific Railroad Company.	40 00	2 00
May 19, 1881	By amount unexpended of special deposits made by the Union Pacific Railroad Company.	40 00	3 00
Mar. 24, 1882	By balance of deposits by Kansas Pacific and Central Branch of Pacific Railroad in Kansas, as transferred to the Wyoming district, by Commissioner General Land Office.	1, 267 75	.....
Mar. 24, 1882	By balance of deposits by the Union Pacific Railroad in Nebraska, transferred to Wyoming.	2, 128 25	.....
June 14, 1882	By balance of deposits by the Union Pacific Railroad in Colorado, transferred to Wyoming.	3, 662 69	.....
June 14, 1882	By balance of deposits by the Union Pacific Railroad in Colorado, transferred to Wyoming.	.....	878 61
Feb. 18, 1879	Totals	8, 149 70	1, 694 44
	To amount paid in contract No. 100, L. M. Lampton, for surveys.	720 54	.....
	Balance unexpended for surveys and office work.....	7, 429 16	1, 694 44

All of which is respectfully submitted.

EDW. C. DAVID,
Surveyor General.

UNITED STATES SURVEYOR GENERAL'S OFFICE,
Cheyenne, Wyo., July 25, 1883.

**Landa enters
with Porto
field scrip.**

No. of entries.	Acres.	Value.
1	40.00	\$100.00
1	37.05	100.00
2	69.82	200.00
4	146.87	400.00

HEREFROM, AND

Lands entered with Porter-field scrip.			Donation @.		Incidental expenses, including salaries and commissions of registers and receivers.	Amount received in triplicate certificates of deposits on account of surveys.
No. of entries.	Acres.	Fees.	No. of entries.	Acres.	Amount.	Amount.
					\$ 03 \$15, 072 61	.....
					7, 372 46	.....
					27, 338 59	.....
					59, 737 70	\$48, 217 35
1	40. 00	\$1 00			50, 196 09	28, 476 95
					81, 406 83	1, 321, 673 35
					10, 717 10	.....
					18, 248 43	11, 375 47
				
				
					3, 401 63	.....
					\$ 83 62, 026 01	21, 792 22
					10, 777 10	.....
1	37. 05	1 00			13, 478 81	572 00
					\$ 20 54, 074 80	110, 182 51
					7, 604 60	.....
					12, 845 98	.....
					18, 874 09	.....
					\$ 71 45, 786 82	28, 421 41
					4, 925 67	.....
			2	280. 00	12, 998 44	25, 140 69
				
			12	3, 532. 67	29, 374 13	89, 235 88
					7, 817 50	13, 296 19
2	69. 82	2 00	1	319. 79	34, 698 43	22, 416 68
					26, 106 05
					6, 907 92
4	146. 87	4 00	15	4, 132. 46	\$ 27 621, 787 79	1, 720, 800 70

the grand aggregate.

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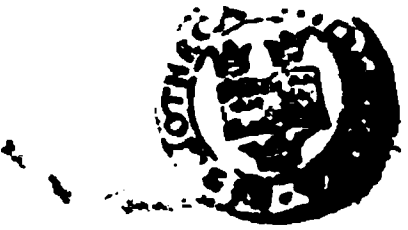
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REPORT OF THE COMMISSIONER OF PENSIONS.

DEPARTMENT OF THE INTERIOR,
PENSION OFFICE,
Washington, D. C., October 1, 1883.

SIR: I have the honor to submit herewith the annual statement showing the operations of this Bureau for the fiscal year ended June 30, 1883.

There were at the close of the year, June 30, 1883, 303,658 pensioners, classified as follows: 198,643 Army invalids; 74,373 Army widows, minor children, and dependent relatives; 2,468 Navy invalids; 1,907 Navy widows, minor children, and dependent relatives; 4,831 survivors of the war of 1812, and 21,336 widows of those who served in that war.

There were added to the roll during the year the names of 38,162 new pensioners, and the names of 796 whose pensions had been previously dropped were restored to the roll, making an aggregate of 38,958 pensions added during the year, being an excess over the number added to the roll the preceding year of 10,645. During the year the names of 20,997 pensioners were dropped from the roll for various causes, leaving a net increase to the number on the roll of 17,961 pensioners.

It will be observed that the number dropped from the roll is nearly 50 per cent. in excess of that for the previous year, and a word or two of explanation upon that point will prevent misunderstanding. It has been customary for several years to retain upon the roll the names of any pensioners who may have died and final payment not been made, until a settlement was made of the amount due. The amount due in such cases would average perhaps less than a quarter's pension. In many instances no person survived the pensioner who would, under the law, be entitled to receive the pension due; and again, the amount might be so small that it would remain unclaimed, as the expense necessary to prove title would equal if not exceed the small amount of pension due. There is also another class wherein the statutes provide that the failure to claim pension for three years shall be deemed presumptive evidence of death, recovery from disability, or remarriage, as may be applicable to the several classes. The considerable number who are annually dropped from the roll under the statute (section 4719 Revised Statutes) represent a one and two years period for which these pensioners do not receive their pensions.

From these circumstances it will be seen that the number of pensioners reported as on the roll at the close of each year is in excess of the actual number, and necessarily affects the average of each pensioner, as well as the annual value of the roll. Taking the preceding year as

an illustration, the annual value of pensions as reported was a little more than \$1,000,000 too great. To obviate this in the future, I instructed the several pension agents in January last to drop from their rolls the names of such pensioners where they were in possession of satisfactory information of death, without regard to the fact that there was a balance of pension due and unpaid; also, that the right of any person entitled to receive the accrued pension should not be prejudiced because such name had been dropped from the roll.

The average annual value of each pension at the close of the year is \$106.18, and the aggregate annual value of all pensions is \$32,245,192.43, an increase over the value for the previous year of \$2,904,090.81.

The amount paid for pensions during the year is \$60,064,009.23, exceeding, as will be observed, the annual value of pensions several millions of dollars. The great bulk of this excess is for the arrears of pension covering the period prior to the allowance of the claim.

Annexed to Table 1 will be found a statement showing that \$29,906,753.94 was paid to 34,990 newly allowed pensions upon first payment, while of the same class there remained in the hands of the several pension agents 5,963 cases in which there was due as first payment and unpaid the sum of \$4,271,459.29.

Included in these numbers are 4,993 Army invalids and widows, whose claims were filed in this office subsequent to July 1, 1880, and who were not entitled to arrears of pension. The allowance of this considerable number of claims filed subsequent to the statutes of limitation granting arrears very materially affects the average first payments when the whole number allowed is considered. It is a subject of interest that so many of these lately filed claims have been allowed, when there are 148,813 pending claims with title to arrears, presumably entitled to precedence, having been filed so long previously. And with great care I have had an analysis of the files made which involve the examination of every pending case (244,505) in order that the causes might be known. The details of this analysis are set forth in Table 12, while a more general discussion of the same in connection with matter relevant to it is entered into later on in this report.

Table 2 shows the various causes for which the names of the 20,997 pensioners were dropped from the roll, classifying what is termed the widows' roll, showing the number of widows with and those without children, the number of minor children who were pensioned in their own right and the number of dependent mothers and fathers. It also shows the whole number of pensioners on the roll with their subdivision of the widows' class.

Table 3 shows the amount of appropriations on account of pensions and disbursements. The appropriation for salary, fees, &c., to pension agents was exhausted, and there is a balance due the agents. In connection with this table is shown a statement of disbursements during the year of \$79,808.70 for arrears of pensions in such cases where the pension had been originally granted prior to January 25, 1879, and the commencement of their pension was at a date subsequent to discharge or death. The act of the date mentioned provided for arrears for this class and the disbursements have been kept separate from those of regular pensions.

In Table 4 will be shown the number of pensioners on the roll of each agency by the several classes, together with the amount paid on account of pensions by each agent, and compares these items in their aggregate with those of the previous years. In the column of salary and expenses of pension agents is included, as disbursed, such balances as were due

the agents at the end of the year, that there should not appear an inequality upon comparison by agencies in such disbursements.

Table 5 shows the number of original claims filed year by year since 1861, the number of pensioners on the roll at the close of each year since 1861, and the amounts paid for pensions, including cost of disbursements for same periods.

In this statement it is shown that 496,721 claims have been filed for disability incurred while in the service, and 312,029 by widows and others on account of death chargeable to the service. Of the former class 245,210 and the latter 206,716 have been allowed. Excepting the small number whose claims were on account of wars prior to 1861 and those of the Regular Army since the war of the rebellion, the balance are on account of the service of the war of 1861-'65. Including the pensioners provided by the acts of February 14, 1871, and March 9, 1878, to surviving soldiers of the war of 1812, and the widows of those who served, &c., the whole number of claims filed since 1861 is 886,137, and 510,938 have been allowed. During the same period there has been paid for pensions, with cost of disbursements, the sum of \$621,073,297.60.

Table 6 shows the number of each class of claims on the files at the commencement of the year, the number filed during the year, the number admitted and the number rejected for the same period, and the number of each class which were pending and on the rejected files at the close of the year.

Table 7 showing the operations of the special examination service of the office, and a comparison with the operations of the previous year, which was then regarded as exceedingly gratifying, will show a great increase in the efficiency of this service with corresponding results.

Table 8 gives the location and geographical limits of each pension agency, the name of each agent, and the balance of funds remaining in the hands of each agent at the close of the year.

Table 9 shows the different rates of pension paid to Army and Navy invalids, together with the number of pensioners of these classes to each rate.

Table 10 shows amounts paid for pensions on account of service during the war of 1812, in each year since Congress provided pensions for this class (act of February 14, 1871).

Table 11 shows the number of late war invalid claims allowed each year since 1861, classified and arranged so that in each year's allowance it is shown in what year the claims were filed for all the preceding years as well as the one in which such allowance was made. In it is also shown the percentage of claims out of the number filed which have been allowed each year. By subdividing this twenty-three years' period there will be shown an interesting statement of the percentage of claims allowed out of the number filed. That is, of the whole number of Army invalid claims filed from 1861 to 1865, both inclusive, representing the first period, three years (while the war of the rebellion was yet in progress), 76.7 per cent. have been allowed; for the next five years, to 1870, 88.8 per cent. have been allowed; for the next five years, to 1875, 64.8 per cent. have been allowed; the next five years, to 1880, which terminates the arrears period, 39.4 per cent. have been allowed, and for the next period of three years, to 1883 (to date) 4.6 per cent. have been allowed: or of all claims of this class of Army invalids filed within the arrears period (prior to July, 1880), 57.4 per cent. have been allowed, and there are still pending 111,730 Army invalid claims at the close of the present fiscal year.)

This statement will enable the readers of this report, who are in-

An analysis of Table 11, with the view of showing the fluctuating periods in which claims have been allowed after filing, is herewith submitted. This compares, by percentage, the work of this with former years, from 1872 to 1883, inclusive, showing the per cent. of claims allowed during the same year in which they were filed, and for the first, second, third, fourth, fifth, sixth, and seventh year preceding, also for the full time (in aggregate) prior to the seventh year period back to 1861.

Having called attention in the early part of this report to the fact

that so many claims have been allowed which were filed subsequent to the arrears period, while so large a number filed at an earlier period remained unsettled, and presumably entitled to precedence, I wish here to invite your attention to the causes which have produced this result.

It will be remembered that during the year 1881-'82, more or less confusion existed in this office and in the offices of the Surgeon-General and Adjutant-General on account of the many thousands of arrears cases filed inside of eighteen months in 1879 and 1880, besides the revival of title in several thousands which had been on file for years.

While the number of settlements were in excess of former years, yet it was proportionately small to the then large number pending. Acting upon my suggestions Congress provided a liberal increase of the clerical force of the office, and otherwise enabled me to promote the efficiency of the Bureau, though from various unavoidable causes I was not enabled to utilize these advantages as early as I had hoped, so that it was late in the fall of 1882 before the increased clerical force were fairly at work. So large an addition to the force of the office necessarily consumed the time and attention of the more experienced examiners and clerks, withdrawing for a time their experience from the routine work of the office. Yet, so well was the work of instruction to the new clerks pushed forward that their efficiency was soon of good service. Not only were all of the claims which involved arrears examined and proper calls made for evidence, but it was done so rapidly that like examination and calls for the testimony of one character or another were made in upwards of 100,000 claims filed *since* the arrears act. It was reasonable to expect impatience on the part of those entitled to arrears at what to them seemed unnecessary delay on the part of the Government, and that they would come forward rapidly with the testimony to complete their claim whenever the Pension Office should indicate what was needed. In a very considerable degree this expectation has not been realized, but, on the contrary, those entitled to arrears are shown to be in default in meeting the office for a prompt settlement of their claims by furnishing the testimony required, while those whose claims were filed during the three years subsequent to the arrears act have not been very generally afforded even an opportunity to prove their claims until the past year, yet they have so responded that but 70 per cent. of the claimants of this class are in default upon calls made alone upon them for evidence, while those of the other class entitled to arrears are in default for the same cause in 83 per cent. of the number pending. My expectations having been more than met by the efficiency of the clerical force and the energy of my subordinates in pushing forward the settlement of the claims, and by the work of the office having been brought practically up to date, I desired to show to a certainty, to what extent the office and the claimants were behind, respectively. With this view I caused an examination to be made of every case which was uncompleted July 15, 1883.

The report of the work showing first the delay chargeable to the claimant and others than the Pension Office, to wit: Default of claimant for evidence which he has been required to furnish; cases awaiting a report from the Adjutant-General, U. S. A.; cases awaiting a report from the Surgeon-General U. S. A.; and cases in which correspondence had been had with witnesses and awaiting a reply thereto.

Then such cases wherein the delay might be chargeable to the Pension Office for various causes, to wit: Cases in which evidence had been filed and awaited examination; cases awaiting a special examination at the home of the claimant or his witnesses; cases awaiting action of the

board of review, and cases awaiting action of the medical division of the office. This table shows those who are delayed from these various causes first, of those who are, and secondly of those who are not, entitled to arrears separately, the whole classified and arranged so that information under these general heads is shown for each State service, the Territories consolidated, the Regular Army, the Navy, old wars prior to 1861, and the claims for service pension on account of the war of 1812.

I append herewith a table which summarizes the result in general items, and have given the details in Table 12 with more particularity.

Class of claims.	Delay of claimant.	Delay in Adjutant-General's Office.	Delay in Surgeon-General's Office.	Delay of applicants to answer office letters.	Delay in Pension Office.	Total.
Original invalid, with arrears	93, 515	1, 604	1, 093	2, 804	14, 071	113, 087
Original invalid, without arrears	60, 207	5, 865	1, 525	798	2, 890	71, 284
Original widow, &c., with arrears	31, 401	209	168	182	3, 756	35, 726
Original widow, &c., without arrears	19, 166	2, 258	116	62	2, 805	24, 408
Total	204, 299	9, 935	2, 902	3, 846	23, 523	244, 505

The following is a classification of the 184,371 pending original invalid claims, indicated above, by disabilities for which pension is claimed:

	Wound.	Disease.	Injury.	Hernia.	Combined disabilities.	Total.
With arrears	9, 124	70, 561	15, 215	4, 816	13, 371	113, 087
Without arrears	5, 607	47, 508	7, 492	2, 035	8, 642	71, 284
Total	14, 731	118, 069	22, 707	6, 851	22, 013	184, 371

It is seen above that 23,523 cases are reported as chargeable to the delay in the Pension Office. Of these, 14,391 are reported as in the hands of special examiners for investigation at the home of the claimant or the cross-examination of material witnesses, and 971 as before the board of review for final action, being presumably complete; thus leaving course of examination in the Pension Office, and, properly speaking, there delayed, 8,161 claims only, and these consist largely of those recently filed. This showing demonstrates that the Pension Office is practically up with current work, and that further delay in the settlement of pension claims will be properly chargeable to the laches of the claimants in producing the necessary evidence called for, but not yet filed, or to the inability to produce said evidence, and not to the Pension Office.

Table 13 shows by each State and Territory the number of claims made for pension on account of the late war, of invalids, widows, children, mothers, and fathers; the numbers which have been admitted and are now pending. Out of the number admitted and pending it is shown in each those who are and those who are not entitled to arrears.

RECOMMENDATIONS AND SUGGESTIONS.

In my last annual report I took occasion to call attention to several defects in existing law bearing upon the administration of the business

of this Bureau and the dispensing of the pensions of the Government to its disabled defenders and those who depend upon them, suggesting such amendments as occurred to me would render them more efficient in accomplishing their object, pointing out wherein they were unequal or unjust in their present application, and proposing such new enactments as seemed to be necessary and proper. These suggestions, with one or two exceptions, met with your approval; most of them were introduced in one house or the other as bills, but except in case of one or two none became laws.

Believing, however, that it is the duty of officers charged with the administration of laws which take money from the Treasury to continue to call attention in an official way to defects or omissions in these laws where they are found to exist, I shall place upon record again, and in the same language used last year for the most part, some recommendations for new legislation, and some suggestions as amendments to old laws relating to the work of this Bureau, and I ask your consideration of them and your approval of such as you deem expedient.

OLD WAR CLAIMS.

I would suggest that the acts of March 16, 1802, section 14 and section 7 of the act of March 3, 1815, and other supplementary acts, be re-enacted by way of amendment to section 1639 of the Revised Statutes, for the reason that considerable difficulty has been experienced in the disposal of invalid claims based upon disabilities originating prior to March 4, 1861, owing to the fact that the old military establishment acts above referred to were not re-enacted in the Revised Statutes, as it seems to me they should have been. This recommendation will serve to call the attention of Congress to certain acts omitted in the revision of the laws, and when they shall take notice of the same I will, if desired, appear before the committee and point out more particularly these and other laws which should be re-enacted.

I recommend the repeal of section 1636, inasmuch as it is practically covered by the provisions of section 4732 of the Revised Statutes, and is only calculated to mislead and confuse.

BOUNTY-LAND LAWS.

In regard to the bounty-land laws, I think that they should be generally remodeled and simplified. The mistakes made in the codification of the laws as found in the Revised Statutes should be corrected, and changes should be made to equalize the benefits to all the classes of persons to whom title is already given under the law. Especially should the following sections be amended, viz:

1. Sections 2418 and 2419, so as to separate the provision relating to the Mexican war (under act of February 11, 1847, and its amendment of May 27, 1848) from the provisions of the equalizing act of September 28, 1850. As it stands now the language of the section, together with the repealing provisions of the Revised Statutes, seem to cut off certain classes who were provided for by the old law, February 11, 1847; but the old law was in the nature of a contract, and is not therefore proper in any way to curtail its provisions. The provisions of section 2418 (in so far as it re-enacts the provisions of the equalizing act of September 28, 1850) should be extended so as to give the full benefit of sections 2425 to 2427, inclusive, to the very small class of persons now provided for under section 2418, who do not already come under section

2425, *et seq.* Almost the only change it would make would be to give a warrant for 160 acres to a few fathers, mothers, brothers, and sisters (on a service of fourteen days, or battle service) who are now entitled to warrants of varying amounts, from forty acres to one hundred and sixty (according as the service of soldier was one month, six months, or twelve months).

2. Section 2429 should be so modified as to give the succession to the minors upon the remarriage as well as upon the death of the widow, in case there are minors; provided, that where there are no minor children the widow's title may return to her on her again becoming a widow.

3. Sections 2439 and 2440 should be so amended as to make it the duty of the General Land Office to take all the testimony upon which duplicate land warrants shall be issued, the Pension Office to issue such duplicates upon the certificates of the Commissioner of the General Land Office and the direction of the Secretary of the Interior thereon, and deliver the same to the said Commissioner of the General Land Office, as a voucher to be placed upon his files, or for delivery to the person entitled to its possession. This is a question which you have had under consideration; therefore I do not deem it necessary to set forth all the reasons why I think that such a change should be made. I will, however, state one important reason: that is, that all questions relating to the assignments of warrants belong to the General Land Office to settle, has been authoritatively declared, and such questions are the principal ones to be settled in the issuing of almost every duplicate ever asked for, in order to determine into whose possession to deliver the duplicate when issued.

4. Sections 2444 and 2445 should be amended so as to be in harmony with the last paragraph of section 2418, and with section 2428, Revised Statutes, so that where there are any other heirs of the soldier whose succession is provided for in section 2418, or 2428, the provisions of sections 2444 and 2445 shall not apply, but the title shall succeed in the order designated in sections 2418 and 2428. The practice of the office has been generally in accordance with the suggestions made herein, but the letter of the law leaves room for doubt, a fact which has been taken advantage of by those prosecuting claims, to the considerable annoyance of the office.

LATE WAR PENSIONS.

I recommend that section 4693 of the Revised Statutes, which pertains to irregular enlistments (non-enlisted persons), and which grants pensions to certain classes, be amended so as to extend the benefits conferred by it to wounds and injuries received or disease contracted by non-enlisted men serving as scouts, by virtue of the authority of any general officer, and to certain classes of employés of the Quartermaster General's Department, who were subjected to unusual hardships and dangers; and I would also recommend the repeal of the last clause of said third paragraph, as it imposes, in my opinion, an unjust limitation upon a frequently worthy class of applicants. I think the whole paragraph should be remodeled so as to define more clearly the classes to be benefited. Paragraph 2 of said section should, I think, be amended so as to be more specific in its definition of its beneficiaries, and should define more clearly what is meant by the term "war vessel."

GENERAL-SERVICE ENLISTMENTS.

Some difficulty in the application of the provisions of section 4694 of the Revised Statutes has been encountered, owing to the indefiniteness

and the varied constructions of the term "military post," &c. I would suggest that such an amendment to this section be made as will clearly and specifically define the meaning of the term "military post," and also fix the practice as regards the pensioning of men who were enlisted in the general service, and detailed to do duty at Washington City and other posts.

RANK AND GRADES OF PENSION.

Section 4695 of the Revised Statutes, which fixed the various grades of pension, might be amended so as to provide a more equitable distribution, and to comport with the actual disabilities of pensioners. In fact, the time has come, in my opinion, when Congress should give a thoughtful consideration to the entire regrading of pensions, making disability, rather than rank, the measure of the pension. There can exist no good reason in pensioning a volunteer force when for the same disability a lieutenant-colonel may receive \$30 per month, and a private soldier but \$8; both having been drawn from and returned to the same walks of civil life. This doctrine has already obtained in the recent legislation granting high grades of pension for the more serious disabilities, such as total helplessness—loss of leg or arm, hand or foot, and their equivalents—but the distinction of rank still exists as to the lower grades of disabilities, and are absurd and unjust. This subject is one, however, which requires a careful and searching investigation; and I simply make this suggestion in the hope that Congress may take such steps as will eventually bring about an entire change; one which, in my opinion, if carefully done, will prove advantageous alike to the pensioner and the Government.

In my judgment this can best be effected along with some other reform in pension legislation, by the appointment of a mixed commission, to consist of say two members of the Senate, two members of the House, the Commissioner of Pensions, the medical referee of the Pension Office, one surgeon, and one person learned in the law not in the employ or service of the Government. They should codify and re-arrange the pension laws, and prepare a plan for re-rating and grading pensions on the basis of disability only, and provide a remedy for the defects in existing law as to agents and attorneys, and, in short, investigate and intelligently deliberate, with full time and power, and digest a thorough reform of law and practice that shall commend itself and take the place of the present anomalous and illogical condition of existing laws. In this connection I would respectfully call attention to the statistics exhibited by Table 9. The astonishing fact is there shown that there are 120 different grades of pensions now being paid to pensioners. In the brief space I can allot to it in this report I can hardly refer to the causes which brought this about, but would state that in my opinion the almost constantly varying scale provided by new legislation, some of which reaches but a small and others a large class, makes the rule of grading a constantly shifting one, and makes uniformity almost impossible.

So long as the amount of pension is fixed by rank, I respectfully recommend the amendment of section 4696 of the Revised Statutes by striking out the words "that a vacancy existed in the rank thereby conferred." The effect of this amendment will be to give an officer the benefit of his actual rank, notwithstanding the fact that there was no technical vacancy at the time. It is within the experience of every officer that, had the actual minimum number of men required by the Army Regulations for each company been strictly regarded in commissioning or retaining volunteer officers, many commands would have

been without properly commissioned officers a good part of their service. It is but fair, so long as the grade of pension is controlled by the rank held, that the pensioner should have the benefit of his actual service in the grade for which he held commission.

INCREASE AND ERRORS IN RATING.

I wish to renew my recommendation regarding the amendment of section 4698½ which, in its administration, I find very often works great injustice to worthy pensioners. In the consideration of so vast a number of claims as are presented to this office, mistakes and errors in rating are almost inevitable, and this section has been so construed as to preclude the possibility of a correction of many of them. I therefore recommend that section 4698½ be repealed and an act passed in lieu thereof containing substantially the following provisions: If any invalid pensioner shall feel that his pension is not commensurate with the degree of his disability, either because it has been improperly rated by the Commissioner of Pensions, or because the disability for which he was pensioned has increased, he may appeal to the said Commissioner for a rerating or an increase, as the case may be, at any time within one year immediately following the original adjudication and said application shall be considered and determined in the same manner as was his original application, so far as such proceeding shall be applicable to the case. And the Commissioner of Pensions shall cause any invalid pensioner to be examined by a board of surgeons as often as he shall deem it for the interest of the Government or of the pensioner; and if, upon such examination, it shall appear that the pension enjoyed by the pensioner is not according to the degree of disability, and that such disability in its nature has been permanent in the same degree as then found, the same shall be rerated according to right and justice; provided, that in case where increase is granted for the reason that the disability has increased since the pension was last rated by the Commissioner of Pensions, such increase shall commence at the date of the filing the application therefor; and provided further, that if the disability has not changed in degree since discharge, such increase or rating shall commence on the date at which the original pension began; provided further, that all applications for increase on the ground that the pension has been improperly rated, made and filed more than one year after such alleged improper rating was fixed, shall be treated and settled as in the case of increase claims, on the ground of increased disability, and commence on the date of filing the application therefor; and the Commissioner of Pensions is authorized to correct at any time, on his own motion and without application, a manifest error committed at any time in the rating of any pension.

DEPENDENT RELATIVES.

In the application of section 4707 to the cases of dependents now under consideration in the Pension Office, it is noticed that great injustice seems often to be done to a worthy class of pensioners by the narrow construction of it, made necessary by its terms. As it now stands, there is no discretion left with the Commissioner, but, on the contrary, actual dependence must be proven, in the manner specified in the statute, to have existed at and before the soldier's death. I shall content myself with one illustration:

A widowed mother, in the enjoyment of a competence, and otherwise

in ordinary circumstances, gives her only son to the defense of her country. She has fitted him in every way to become her prop and dependence in life, when she shall have advanced to a greater age, or to a degree of helplessness which would require his maintenance and support. The son is killed in battle; he did not in fact contribute to the support of his mother at or before the date of his death, but in reality has been supported by her up to the time of his enlistment. Increasing years and adversity overtake the mother and she becomes dependent on the charity of friends. Had the son lived this would not have been the case; and yet we are obliged to deny the mother a pension because it cannot be shown that at the date of the soldier's death she was dependent upon him for support, in whole or in part. The mere statement of such a case, it seems to me, carries with it the argument to convince all that there is a necessity for an amendment to this section.

The exact terms in which this section controls the character of evidence required, practically excludes from its benefits slave mothers. I therefore recommend that it be amended so as to provide that when the soldier died while the mother was yet in a condition of slavery, she shall not be denied a pension because of her inability to show that her said son contributed to her support, or that he recognized his obligations to do so.

COMMENCEMENT OF OLD WAR PENSIONS.

In order to carry out the full and evident intention of Congress, as exhibited by the whole course of pension legislation, and especially by the more recent acts, and to place old war claims more nearly upon the same footing as those of the late war, I would suggest that the limitation contained in section 4718 be removed, so that cases debarred by the three-year limitation shall have their date of commencement at the time of filing the application, rather than at that of the filing of the last piece of evidence. This amendment will not affect a large class of cases, and the present law is so manifestly unjust that I do not hesitate to suggest the change.

THE EVIDENCE OF DISABILITY IN RESTORATION CASES.

In order that the last clause of section 4719 may not be almost totally inoperative, I would suggest that after the word "medical," in tenth line, and before the word "evidence," there be inserted, by way of amendment, the words "or other satisfactory." This slight amendment will enable the office to do justice in many cases where it must now be denied.

MISSOURI STATE MILITIA.

I can see no good reason for the long-continued limitation imposed by the last clause of section 4722. I therefore recommend that applicants for pension under this section be placed upon the same footing as other soldiers.

OVERPAYMENTS TO PENSIONERS.

It frequently happens that erroneous payment or overpayment is made to a pensioner, whereby he receives much more than the amount to which he is entitled. It has been the practice to withhold the pen-

sion until it shall have amounted to a sufficient sum to cover the overpayment. I ask that this practice be given the sanction of the law, as thereby no hardship can come to the pensioner, nor his right to proper pension thereby be reduced a penny, but the Government is by this means reimbursed and protected against loss. I would recommend that this provision be attached to section 4766 as a proviso or amendment, and that the said moneys be covered into the Treasury when sufficient has been withheld to reimburse the overpayment, without the voucher or receipt of the pensioner, his receipt for the overpayment being a sufficient one to protect the pension agent upon his bond.

CLAIM AGENTS AND THEIR RELATION TO THE OFFICE.

I can perhaps add nothing new to what I have already said in my reports of 1881 and 1882 upon this subject, further than to say that the evils complained of have greatly increased and will continue, and that the present situation calls for immediate action on the part of Congress. The questions affecting the relations of claimants and claim agents, and their status before this office as practitioners, are, all things considered, the most perplexing and annoying which arise in the administration of the Pension Bureau.

The construction which has heretofore been placed upon the act of June 20, 1878, by which agents claim and exact generally their fee in advance, has, I think, operated to practically exclude from the practice many educated, responsible, and useful attorneys, and has attracted to it many ignorant, unscrupulous, and useless persons, whose only object seems to be, first, to procure applications from soldiers, regardless of merit, to be filed through them, and then, while acting simply as transmitters of the papers, assiduously dun the claimant until the ten-dollar fee is secured, and thereafter practically abandon the case, like a "squeezed orange," preferring rather to seek new victims than expend time in serving old ones. Rules must be framed and practice adhered to which will protect as far as possible the unwary claimant in his dealings with this class of men. As it is impossible to discriminate, respectable, industrious, and useful agents, who are honestly endeavoring to forward the interests of their principals, justly complain of the severity and rigor with which we are compelled to enforce our rules of practice.

I quote from my report of 1881, as follows:

In my opinion the actual results of the enactment of June 20, 1878, have been deleterious to the interests of the claimants and agents alike; to claimants, in that the abolishment of the contingency of success and the removal of the security to the agents has stimulated many irresponsible persons, who could be of no possible service to the claimants, to invite a general application of soldiers for pension, regardless of disabilities incurred, by which, after filing the claim, they may obtain in advance the legal fee of \$10, and thenceforth abandon the claim, thus encumbering the files of the office, and hindering and delaying meritorious claimants; to the agents, by degrading the profession and bringing into disrepute an otherwise legitimate employment. Agents in good standing and well informed in pension law and practice, when their fee depended upon the successful prosecution of the claim, would, and I believe did, examine and scrutinize the merits before risking years of labor, and refuse to file cases without merit. Unpleasant friction between the principal and agent was avoided by the contingent fee and security of payment, because of the identity of interests.

I recommend that Congress re-enact the laws in force prior to June 20, 1878, upon this subject, and make such provision as will protect the Department and claimant alike from ignorant and useless agents, and protect and assist well-informed and useful ones.

And from the report of 1882 as follows:

In my last annual report I dwelt upon the subject of claim-agents and attorneys and their fees. Experience fully justifies me in my opinion in all that was said in

that report touching this subject, and I wish to refer to it and make it a part of this. Much time and labor are spent in the prosecution of claims by attorneys and agents, who, after years of labor, find themselves limited to a fee of ten dollars, and in self-interest resort to subterfuges and devious methods to obtain a greater fee from the claimant. I think this office should be relieved from the vast amount of annoyance caused by the petty prosecution of men, perhaps not otherwise dishonest, who find the opportunity offered by the receipt of large sums of arrears of pension by their principals to collect from them a greater fee than is allowed by the act of June 20, 1878, too great a temptation to be borne. Wherever such cases come to my knowledge, it is my duty, and I have endeavored to discharge it, by prosecuting the offender and recommending that he be disbarred from practice. The offense is often so trifling that it is exceedingly annoying to be compelled to set so much force upon such small and seemingly unimportant outside matters. In my opinion, the remedy lies as I have before recommended in the substantial re-enactment of the law in force at the time said act of June 20, 1878, was passed—the salient points to be covered being First, the establishment of a reasonable fee for the claim-agent or attorney; second, the agreement therefor to be by written contract, which, as to amount of the fee, shall be subject to the approval and discretion of the Commissioner of Pensions, and the form to be prescribed by him; third, the payment of such fee to be contingent upon the successful prosecution of the claim; fourth, the payment thereof to be made by the pension agent; such guarded provisions to be enacted as will prevent injustice being done claimants whose claims are already on file, where payment of some part of the fee has been made in advance, so that the claimant shall have the full benefit of such payment. I cannot but believe that a well-guarded law of this character will attract to the pension practice an honorable and upright class of regular attorneys, who cannot now afford to undertake the business for the fee, and who are unwilling to be annoyed by such employment under the restrictions as they exist under the present law.

In this connection I would recommend that section 5485, prescribing a penalty for the reception or retention of an illegal fee, be amended as follows: Strike out the words following than is provided," in line 5, in said section; the words "in the Title pertaining to pension," and insert in lieu thereof the words "by law."

REMOVAL OF DISABILITIES OF NAVAL EX-CONFEDERATES.

In my opinion the benefits of the act approved March 3, 1877, which removes the disabilities of those who, having participated in the rebellion, have since its termination enlisted in the Army of the United States and have become disabled, should be extended to those who served in the Navy.

EXTENDING BENEFITS OF ARREARS ACT TO CERTAIN REGULAR ARMY AND NAVY CASES.

There is one class of cases against which the limitation of the acts of January 25, and March 3, 1879, operates most unjustly, and I think the law should be amended so as to cure that defect. I refer to claims of widows and invalid soldiers of the regular Army and Navy, whose rights have accrued since June 30, 1880. They should be allowed a reasonable time, say two to five years, in which to file their applications, and pension should date from the commencement of the accruing of the right, instead of as now, from the date of filing the application.

EXTENDING THE BENEFITS OF THE ACT OF JUNE 16, 1880.

It seems to me that in the provisions of the act of June 16, 1880, an unjust discrimination has been made. I would respectfully recommend that such legislation be had as will admit those who are utterly helpless to the benefits of the provisions of this act, to date from the time when they became utterly helpless; and its benefits should also extend to those who are entitled, by reason of their helplessness, to the rate of \$50, at a date later than the passage of the act, or who, for some

other cause, were not actually upon the rolls at that grade on that exact day, but afterwards showed themselves to be entitled from a date anterior thereto.

DESERTION.

The question of desertion in connection with that of title to pension should be definitely settled by law. A pension is in no sense a reward for faithful and meritorious service, but a compensation for loss of physical ability to earn a livelihood. Therefore, desertion subsequent to the incurrence of a disability (and much less a desertion from a prior service to that in which a re-enlistment has been made, and in which a pensionable disability has been incurred) should not carry with it the forfeiture of right to pension. The law should provide that pension, in any case in which a charge of desertion stands unremoved, if title thereto be otherwise shown, shall commence on the date from which the contract for service in which disabled legally terminated, to be ascertained from the date to which last paid for service; provided, however, that the date of discharge from a subsequent service entered into before the legal termination of the service in which disabled, shall be the date from which to commence the pension.

CRIMINAL PROSECUTION.

The efforts made to bring to justice persons attempting fraud either upon the Government by conspiracy to obtain fraudulent pension, or upon the claimants in various ways to induce them to file claims possessing no merit, or by agents or attorneys demanding and receiving either as present or fee more than allowed by law, have been frequently met by the development of defects in the criminal laws, or by such constructions of them as, in a great measure, to defeat or prevent the successful prosecution of the offender. I will particularize a few of the defective sections, which hinder or embarrass our criminal prosecutions, and ask that you will recommend their amendment so as to clothe the officers of the law with power to properly punish crimes of this character, if you deem it expedient so to do.

First. Amend section 5485 of the Revised Statutes, by adding after the words "at the discretion of the court," as follows: "That section 1044 shall not apply to the wrongfully withholding pension money, but the offense shall be deemed continuous." And after the words "or instrumentality in prosecuting a claim for pension or bounty land than is provided in the title pertaining to pensions" the words "or any law relating thereto, or receives any gratuity, or any share of, or interest in any such claim for pension or bounty land."

Second. It should be enacted that any person who forcibly assaults, resists, opposes, prevents, impedes, or interferes with any duly authorized special examiner of the Pension Office, or any person assisting him in the execution of his duties, or uses any deadly weapon in resisting him in the execution of his duty, with the intent to commit bodily injury, or delay or prevent him from discharging his duty, shall, upon conviction thereof, be imprisoned to do hard labor for the term of not more than ten nor less than one year.

Third. That any person who falsely represents himself as having been authorized by the Commissioner of Pensions to specially examine or investigate any matter pertaining to the Pension Office, or in such assumed character demands or receives any money or other article of value from the pensioner, or claimant for pension, or any other person,

shall be deemed guilty of a felony, and shall be fined \$500, and imprisoned not less than six months, nor more than two years.

Fourth. That if any pension-examining surgeon demands or receives any money or valuable thing from the pensioners, or applicant for pension for his services in the making of any certificate or examination of such pensioner or applicant for pension upon the order of the Commissioner of Pensions, he shall be deemed guilty of a misdemeanor, and upon conviction thereof, shall, for every such offense, be fined in a sum not exceeding \$500, or imprisoned at hard labor, not exceeding two years, or both, at the discretion of the court.

FALSE PERSONATION OF REPRESENTATIVES OF THE PENSION BUREAU.

There have been during the past year many instances of false personations of officers or employes of this Bureau, by designing persons, by which unsuspecting soldiers have been deceived and defrauded. This class of frauds are practiced by unprincipled scoundrels who appreciate the fact that there is no law of the United States under which such offenders can be punished; they prey upon claimants in out-of-the-way places. With our large force of special examiners in the field, it is impossible for such impostors to successfully operate long in one place. But until there is a law by which they may be properly punished they will, in spite of all that can be done through the means now at our disposal, continue to impose upon the unwary. On the 21st day of April, 1883, I gave wide publicity to the following instructions given special examiners on this subject:

Numerous complaints have reached this office that unscrupulous persons are traveling throughout the country claiming that they are authorized to represent the Commissioner of Pensions, and upon this and various other pretexts have defrauded pensioners and applicants for pension out of certain sums of money. It is, therefore, my duty to direct that the special examiners of this office shall in every such instance, inform the public that no special examiner or other person employed by this office is authorized to receive money, either as a fee or as expenses in any manner; and that each special examiner of the Pension Office is provided with a certificate over the signature of the Commissioner of Pensions, whose signature is duly verified by the honorable Secretary of the Interior, under the seal of his Department, showing that the examiner has been regularly detailed by the Commissioner from the clerical force of the Pension Office, under section 4744 of the Revised Statutes, and is qualified to administer oaths, &c. Therefore, if any person, in the absence of such authority, should represent that he is a special examiner of the Pension Office, or shall demand or obtain money under any pretense whatever, he may be safely set down as a fraud and swindler, and among the worst of his class.

It is my earnest desire that when money has been obtained from pensioners or claimed under such circumstances that prompt and vigorous measures may be taken at once to bring the offenders to justice. This may be done under the laws of the State wherein the offense was committed, under such statutes as have been enacted for the trial and punishment of persons obtaining money or any valuable thing under false pretense. In order that this class of impostors may be published as widely as possible, each case of defrauding claimants or pensioners should be reported by some responsible person, with a full description of the impostor, to the Commissioner of Pensions, who will at once instruct his special examiners to give the proper warning.

A bill for a law passed the Senate, and but for the dead-lock on the last day of the session, would have undoubtedly passed the House, curing the defect in legislation upon this subject. I hope the earliest possible attention will be given this matter by the Forty-eighth Congress.

PLEDGING PENSION CERTIFICATES.

The law recently enacted by Congress, which makes it a misdemeanor both on the part of the pledger and the pledgee to hypothecate or receive as a pledge or security a pension certificate for debt is already bearing

fruit by putting a stop to this pernicious practice in large cities, and lessening the demand for duplicate certificates and permits. I think another year of active and aggressive enforcement of this law will effectually end the evils complained of. In the city of Philadelphia alone over 500 pension certificates have been recovered from pawn-brokers and returned to the owners, and criminal prosecutions are now pending there against violators of the provisions of the new law.

CERTIFICATION OF RECORD.

In a previous paragraph of this report I have called attention to the practice that has grown up in the Department of certifying copies of land warrants by this office upon evidence of title that should be only passed upon by the Land Office, and have made the proper recommendation in relation thereto. We are also frequently called upon to certify copies of papers for use in evidence or for other purposes. This office is, however, I believe the only one where the signature of the Commissioner is not attested by the seal of his office, and this because no seal therefor has ever been authorized or provided by law.

I would therefore respectfully suggest that you recommend that Congress provide by law for a seal for the Pension Office by which certifications over the signature of the Commissioner of Pensions shall be attested.

PENSION AGENTS AND THEIR DISBURSEMENTS.

I desire to call your attention to the fidelity and ability with which the unprecedented disbursements of this Bureau have been made during the past year by the agents for the payment of pensions.

There are eighteen of these offices located, as shown by Table 4, and they have been able to disburse on an average \$3,357,331.82 at each agency at an annual expense of \$16,008.60. The average disbursements by each last year was \$3,016,460.03, at an average annual expense of \$13,276.81; the increase of expense being fully accounted for by the increase of postage to the larger number of pensioners on the rolls this year than last. And this enormous disbursement has been made by quarterly payments so promptly that no complaints have been made by the beneficiaries, and not a dollar has been lost to the Government. As an evidence that no more machinery or expense is necessary to provide for a much larger pension roll than now paid, as promptly, frequently, and satisfactorily as when there were a much larger number of agencies and a much smaller number of pensioners than now, I would state that in 1877 there were 232,104 pensioners upon the rolls of 57 agencies, and it cost \$1.97 to pay each pensioner, or 16 cents to disburse each \$1,000, whereas now, with 303,658 pensioners on the rolls with 18 agencies, payments cost 94 cents to each pensioner, or 4.7 cents to disburse each \$1,000. As shown, therefore, we are paying 25 per cent. more pensioners at two-thirds less the number of agencies, and at less than one-third the cost. The argument against increasing the number of agencies seems conclusive.

BUILDINGS AND ACCOMMODATIONS.

The force of the office consists of 1,507 employés, clerks, and officers aside from those detailed at your office, and these, except the 240 special examiners in the field, are employed in the various buildings we occupy, as follows: In the main building known as the Shepherd building, corner Twelfth street and Pennsylvania avenue, 638; in the house an-

nexed, being Nos. 409, 411, and 413 Twelfth street, 73; in the house 508 Eleventh street, 28; in the Eagle building, corner Thirteenth street and Pennsylvania avenue, and its annex, 528. These scanty accommodations necessitate crowding a large number of persons in each room, the whole floor space allowed each person being 20 square feet, exclusive of the rooms occupied as the reception room and office of the Commissioner, the Deputy Commissioners, chief clerk, and the assistant chief clerk. The buildings used were not intended for public purposes, and consequently are without the means of proper ventilation. The small number of cubic feet of air per capita and the crowded condition of the rooms render it essential to the health of the employés that some means of artificial ventilation be adopted. I desire to emphasize the vast importance of this, both as regards the health of the employés and the amount and character of the work to be expected. No person can work to advantage in a room crowded with human beings and air vitiated by being breathed by so many. I do not hesitate to say that, with properly arranged and scientific ventilation in the buildings now occupied, one-third more in amount and one-half more in accuracy may be expected from our present working force over what can be produced by the same number of persons crowded together in our present illy-ventilated rooms. I ask that you recommend an immediate appropriation by Congress for this purpose, inasmuch as the contingent fund of the Department is insufficient to justify the expenditure this year. The cost will be but trifling compared with the good to be accomplished, and need not, in my judgment, exceed \$5,000.

The building in course of construction on Judiciary Square, intended I believe to be eventually used for the accommodation of the force of this Bureau, will probably not be completed for several years, and hence the urgent necessity for immediate action in the matter of providing the necessary arrangements for ventilation of the rooms now occupied by our force. I am also admonished to the discharge of this duty by the alarming rate of sickness of last winter, due to the illy-ventilated apartments in the buildings then and now occupied.

PENSION POPULATION.

In my last annual report I gave you the results of quite extensive investigation into the subject of the possibilities of the pension business. It was, I thought, quite important to know as nearly as possible what to expect in the matter of future applications. I sought first to ascertain the total number of individuals who enlisted and served in the Army and Navy of the United States; rejecting the re-enlistments, and third and subsequent services, there were, I found, actual individual enlistments during the war 2,063,391. These may be now accounted for as follows:

1. LIVING.—Individual soldiers and sailors who have <i>not</i> applied for pension.....	962, 201
2. LIVING.—Individual soldiers and sailors who <i>have</i> applied for pension.....	496, 721
3. DEAD.—Leaving pensionable relatives who have <i>not</i> applied for pension.....	72, 340
4. DEAD.—Leaving pensionable relatives who <i>have</i> applied for pension.....	312, 029
5. DEAD.—Leaving no pensionable relatives	220 000
Total.....	2, 063, 391

It is not to be predicated of the above figures that all the 962,301 living who have not applied for invalid pension can or will do so; rather

it is to be believed that the greater portion of these served without contracting a pensionable disability, while many who did contract pensionable disabilities have not and never will apply. At all events all future invalid applications must come from this number. It may be said of the remaining 72,340 who may be represented by pensionable relatives, that probably the larger portion will yet apply.

APPEALS.

During the year claimants in 746 rejected cases have appealed from the judgment of this office to you; 148 of these had not yet been reached by you for action on the 1st day of July, 1883. You have affirmed our action in 433 of the remaining 598 cases, and have reversed our action in 27. This office has reopened 89 of the remainder on its own motion, while 49 have been reopened by your suggestion.

INCREASE UNDER THE ACT OF MARCH 3, 1883.

This act provided that all persons on the pension-roll, and all persons hereafter granted a pension, who while in the naval or military service of the United States and in the line of duty shall have lost one hand or foot, or been totally or permanently disabled in the same, or otherwise so disabled as to render their incapacity to perform manual labor equivalent to the loss of a hand or foot, shall receive a pension of \$24 per month.

And those who in like manner have lost either an arm at or above the elbow, or a leg at or above the knee, or shall have been otherwise so disabled as to be incapacitated for performing any manual labor, &c., shall receive a pension of \$30 per month.

The operation of this law was to increase the pension of those who were properly receiving \$18 to \$24 per month, and to those who were properly receiving \$24 to \$30 per month and involved a readjudication in each case upon these facts. Immediately upon the passage of the act the following regulations were promulgated:

The following regulations are prescribed for the purpose of carrying into effect as speedily as possible the provisions of the act of Congress, approved March 3, 1883, increasing to \$30 pensions of those who have lost a leg at or above the knee, or an arm at or above the elbow; and of those who have been so disabled as to be incapacitated for performing any manual labor, but not so much so as to require regular aid and attendance, who are now receiving a pension at the rate of \$24 per month; and to \$24 per month the pensions of those who have lost one hand, or one foot, or been totally or permanently disabled in the same, or otherwise so disabled as to render their incapacity to perform manual labor equivalent to the loss of a hand or foot, and now receiving \$18 per month.

Inasmuch as the said act has immediate effect upon such admitted cases as have been adjudicated at the rates of \$24 and \$18 per month, respectively, no formal application by the beneficiary is necessary to be made, other than to forward to the Commissioner of Pensions the pension certificate, accompanied by a letter stating, in the handwriting of the pensioner, his present post-office address.

As soon as possible after the receipt of the pension certificate aforesaid the Commissioner will reissue to him a new certificate for the new rate and will forward the same to the proper pension agent to inscribe the name of such pensioner on the roll at the increased rate, and to make the pensioner the proper payment.

In the case of amputation the certificate will be reissued without any further medical examination.

The intervention of an agent or attorney in such admitted cases as are affected by this act being unnecessary, will not be recognized.

There were filed in the office up to and including June 30, 1883, 15,986 applications for increase under this act. Of these, 13,004 were allowed and 1,110 were rejected. Of the remaining 1,872, there awaited a re-

port of medical examination in 1,455, and 409 were under consideration with a view to reduction in the rate of pension upon the report of medical examination already made. The claimants in each instance were given the usual sixty days' notice to enable them to show cause, if any, why the pension should not be reduced. In the cases of 8 pensioners it was believed that they were entitled to receive a higher rate of pension than that provided by this statute, and the necessary action was taken. This included within the operation of the fiscal year the disposal or action upon every application filed even to the last day of the year.

Of the whole number of this class of claims filed, 3,739 were subject to a medical examination to determine their right to an increase. Up to the close of the year reports had been received in 2,336 cases, of which increase was granted in 1,781, or 76 per cent. Increase of pension was denied in 88 cases, or 3.7 per cent. In 409 cases, or 17.5 per cent., reports of medical examinations showed them to be then in receipt of a pension in excess of that to which they were entitled, and the necessary steps were taken to reduce the same, giving first the claimant an opportunity to show cause, if any, why his pension should not be reduced. In this large number for reduction it should be remembered that since the year 1877 no biennial or periodical examinations have been had, and in many of these cases there has been a partial recovery. Having an efficient corps of examining surgeons, I was enabled to have nearly all of the claimants examined by boards of surgeons.

All pensions graded at the rates of \$18 and \$24 per month for which the beneficiaries have not applied for the increase will, during the present year, be increased, or, in case of equivalent disabilities, be ordered for medical examination before boards, with a view to extend to them the benefit of this act, if found entitled. This number will be small as compared with the number who have applied.

MEDICAL DEPARTMENT.

Perhaps in no branch of the office have such rapid strides of improvement been observed as in the Medical Department. I invite your attention to the report of the Medical Referee, as being replete with interest upon this subject. Each year's recedence from the war period, when, to be pensionable, all disabilities must have had their origin, increases the importance of a careful and expert examination of the medical questions involved. The medical division, as organized at present, consists of a medical referee, Dr. T. B. Hood, and his assistant medical referee, Dr. N. F. Graham, men eminent in their profession and possessing executive ability in a marked degree; 2 medical experts, 1 in anatomy and 1 in nerve lesions; 18 skilled surgeons and physicians, and a complement of clerks. The duties are to properly scan and review the certificates of the medical examining boards and surgeons, and to review the medical and lay evidence in each case, and to decide upon the questions of sequences and of causation of pensionable diseases. The intricate medical problems arising are multiform and perplexing, but the work accomplished by this body of skilled physicians and surgeons is astonishing in quality and quantity, and most satisfactory in every respect.

I regard it as the most important work devolving upon this office, and I congratulate the country and the beneficiaries of our work that it is in the hands of such a conscientious, industrious, and able body of men.

The examination of applicants for invalid pension by boards, consist-

ing of three first-class physicians and surgeons, at points in each State so located with relation to each other that no applicant is required to travel over 40 miles to reach one by rail, in preference to their examination by a single surgeon, too often biased favorably by being the family physician of the subject, or else biased adversely because the claimant is the patient of a rival in practice, is a most wise and timely provision of law, and has worked and will work to the mutual advantage of the meritorious claimant and the Government, and to the disadvantage of the non-meritorious. The liberal fee of \$2 has enabled me to attract to and hold in our service some of the most eminent men in the medical profession as members of our boards, and while considerably increasing the cost of this service over the single-surgeon plan, has resulted in a safer basis of adjudication, and in a saving to the Government many times the difference in the cost. When it is remembered that the cases remaining yet to be settled, as well as those now being filed, are largely for the sequelæ of diseases, said to have been contracted in service twenty years since, many of which are with great difficulty differentiated from disabilities consequent upon either advancing age or years of dissolute habits, the vast importance of thorough and searching medical examination will be appreciated. It has been my endeavor to emphasize this feature of our work in every proper way, and I have been ably seconded in my endeavors by the medical boards and by medical officers.

The unexpected number of board examinations for second or third examinations in old cases, first examinations in newly filed ones, and the test or appellate ones in claims for increase have largely increased the cost of this work beyond the expectations of either myself or the medical referee. I therefore shall ask at an early day that, out of the unexpended balance of this year's appropriations for the payment of pensions, much of which is due to the efficiency of this branch of the service, a sufficient sum be placed at my disposal by joint resolution of Congress for the purpose of paying for examinations already made and which will be necessary during the coming year, in order that no relaxation either in the number or the character of these examinations may occur, but that they be kept up to the standard of the past year. At the commencement of the fiscal year of 1883, there were 1,298 single surgeons and but 76 boards, and these in large cities and towns. We have been constantly organizing boards since that time, generally consisting of eminent physicians and surgeons, and in most cases, when it could be done without jeopardizing anything in the way of efficiency, comprising two of one political party and one of another; and we have now 244 boards in full operation and 84 in process of organization. It is my intention to continue organizing boards as rapidly as possible, until they reach 400, which number it is believed will be sufficient to properly examine all applicants thereby. The law now requires that all medical examinations shall be by boards, and only allows them by single surgeon when it is impracticable to bring the claimant before a board. The examinations are required to be thorough and searching, and the certificate is required to contain a full description of the physical condition of the claimant at the time, and include all the physical and rational signs, and a statement of all structural changes, and such certificates must be satisfactorily constructed and full in description, or payment therefor is withheld. This insures care and deliberation in the examination and full certification of the results, and gives this office the evidence necessary for just adjudication.

SPECIAL EXAMINATIONS.

This branch of our service is of great importance, both to the Government and claimant, and is daily increasing in value, by reason of experience and contact with the people among whom the special examiners conduct their investigations.

The greatest difficulty encountered by those who are charged with the duty of judicially determining the merits of claims for pension, and deciding questions affecting title thereto, arises amongst other causes, from the fact that an *ex parte* presentation of the evidence is often given an undue bias by the remote claim agent who prepares it, and the carelessness with which already prepared affidavits are signed by reputable affiants without a full knowledge of their contents. Material facts are thus specifically sworn to, aspiring to prove trivial events (which in the particular case become important and quite material) after a lapse of twenty years, stated in the language of an unknown person, often squarely contradicting the facts disclosed by the record made at the time by those officers whose duty it was to make it from an unprejudiced standpoint. I mention this to call attention to the necessity of a cross-examination of material witnesses who are uncorroborated by or contradict a record made at the time. To be just and fair this should always be done in the presence of the claimant or some one interested in his behalf, and is accomplished by the methods of specially examining such cases now in use.

The necessity for scrutiny and care in cases involving the expenditure of the large sum now carried by the allowance of each pension, and the detection and punishment of the violation of the pension laws, were apparent to the very able committee of the Forty-sixth Congress, whose report, No. 357, was made March 3, 1881, and contained these words:

We deprecate the necessity of an investigation of a secret nature whereby the claimant may be deprived of a title to a pension, and we recommend the practice, so far as it is possible and consistent with the interests of the Government, of giving notice of an investigation involving the rights of the soldier, and an opportunity of meeting witnesses who testify against him face to face, and of producing witnesses in rebuttal.

The division of special examinations is organized and conducted strictly upon this basis, and I point to the work performed and the results accomplished by the officers and special examiners acting under my instructions as the best evidence of the desirability, nay necessity, of such work and the increased savings affected by this "fair-play" method. Table 7 presents the results of a year's work in a compact and easily understood form, and the report of the acting chief of the division appended to this report goes fully into details. Some complaint has been made that cases referred to this division for action are unnecessarily delayed. That such delays do occur is true, but they are, from the circumstances of the case, necessary and are rapidly diminishing.

First. The division is burdened by an accumulation of old cases in which claimants assert that the same have been unfairly examined under former secret *ex parte* method. These require a long and patient re-examination and are the most fruitful source of delays.

Second. The division has been constantly and steadily increasing in numbers; the men recently sent out necessarily being new to their duties, and some of them proving unfit for them, have, in many instances, been recalled and replaced by others. In short, the disposition of

the force being for the first year to some degree tentative, it has required time to properly prepare examiners, steadily increase their numbers, and adjust such a large field force, so as to get from it the best results; and this has occasioned annoying and yet necessary delays to cases in their hands.

There are now 240 special examiners actively engaged in investigating cases, and for the most part they are now sufficiently experienced and tested to prove their fitness to remain. I have divided the country into districts, with an examiner in each, and have grouped them into sections of ten or twelve, with an experienced and expert examiner over each section as supervisor; the work is thus being accelerated and better results reached by these means. There are about 14,500 cases now on hand for special examination; 6,290 examinations were completed and reported last year, even with the shifting experimental force above referred to at work. I shall continue to increase the number of details of our best examiners until the field force shall catch up with the work assigned it, and then shrink it gradually to the lowest number compatible with quick and thorough work.

Mr. McCalmont, formerly the chief of this division, under whose supervision it was organized and developed, resigned on July 1, 1883, as chief, by reason of the failure of his health, and was assigned a supervising district, and I have secured the services of Mr. E. G. Rathbone, late of the Treasury Department, a man adapted in every respect to the development of this branch of our service, to take his place. He has thrown himself into the work with energy, and is giving personal supervision to the division of the country into districts and assignment of examiners and supervisors thereto, and already the influence of this work is being felt in accelerated results. It is believed that the net savings to be effected by this division in the coming year will be sufficient to defray the entire cost of this Bureau to the Government for salaries, rents, and all expenses—I shall be disappointed if it does not, inasmuch as the work of the past year has more than one-half accomplished this result.

INDIAN PENSIONERS.

It is impossible to adjudicate the claims of Indians to pension upon any *ex parte* presentation of their cases. This fact became apparent in 1882, and I determined to take steps to settle this class of business at as early a day as possible. Consequently, with your sanction, I dispatched to the Indian Territory a commission consisting of Mr. A. Vangueder, chief of the miscellaneous division of this office, an experienced examiner, who served with the Indian regiments during the war; Mr. C. R. Connor, one of the most experienced special examiners of the force, and Messrs. S. C. Benjamin and R. D. Goodell, clerks of this office. They started April 10 and returned July 23, 1883, having, in the face of serious obstacles, such as high waters, tribal wars, and other disturbances, succeeded in settling about 140 out of 370 claims of Indian soldiers and their dependents then pending.

They were, however, compelled to leave many unsettled, owing to the failure of the Indians to appear after due notice. Having in this way afforded these Indian claimants such abundant opportunity to come forward with their proof, I think it is not incumbent upon the Government to be at any considerable further expense in the premises. The work of the commission was principally confined to claimants from the three United States Indian volunteer regiments, and did not embrace the claims of those Indians who served with the Kansas regiments, and

who are located in the remote parts of the Indian Territory, as it was impossible to reach them. A full report of the doings of this commission is contained in the special report submitted herewith, marked Exhibit A. Should the Treasury Department see fit to send its agents there hereafter, to settle the bounty and pay claims of these Indians, it might be well for this Department to send an examiner likewise, and endeavor thus to finish the work of settling their pension claims; but unless that is done, I do not believe that the claimants can be reached in sufficient numbers to justify another experiment. Those granted pensions will be paid by the Topeka pension agent in March of each year, at designated points within the Territory, in coin silver, a method which commends itself to them and insures the reception of the full amount of their pensions without discount.

There are about thirty aged Indians residing in the State of New York upon the Cattaraugus Reservation, who claim to have served the United States in the war of 1812, and who up to this date have been denied the pensions given to other survivors of that war, upon the ground that they served as allies merely, and did not perform a pensionable service, *i. e.*, as regularly-mustered United States soldiers or sailors. I append to this report (see Exhibit B) the correspondence had with them through the honorable Commissioner of Indian Affairs, and a copy of resolutions adopted by them at their council July 23, 1879.

I recommend that the act of March 9, 1878, be so amended as to grant these Indian survivors of the war of 1812 the same pension granted to regularly enlisted and mustered soldiers of the United States of that war.

ANSWERS TO CONGRESSIONAL INQUIRIES.

For purposes of convenience and reference, I append a table which shows the number and date of the various calls made upon this office for information by the Senate and House of Representatives, respectively, and the date and number of the executive documents conveying the information:

H. Ex. Doc. No. 38, first session, Forty-seventh Congress, January 26, 1882.

H. Ex. Doc. No. 52, first session, Forty-seventh Congress, February 1, 1882.

S. Ex. Doc. No. 105, first session, Forty-seventh Congress, February 14, 1882.

S. Ex. Doc. No. 115, first session, Forty-seventh Congress, February 21, 1882.

H. Ex. Doc. No. 120, first session, Forty-seventh Congress, March 14, 1882.

H. Ex. Doc. No. 134, first session, Forty-seventh Congress, March 23, 1882.

H. Ex. Doc. No. 137, first session, Forty-seventh Congress, March 27, 1882.

S. Ex. Doc. No. 152, first session, Forty-seventh Congress, April 12, 1882.

H. Ex. Doc. No. 154, first session, Forty-seventh Congress, April 4, 1882.

H. Ex. Doc. No. 201, first session, Forty-seventh Congress, May 15, 1882.

S. Ex. Doc. No. 21, second session Forty-seventh Congress, December 20, 1882.

day of May, 1865, the Grand Army of the Union consisted of and officers. The comparison suggested by these figures, and challenges respectful attention from all, but more those who feel inclined to flippantly and thoughtlessly counts for pension as fraudulent or unworthy, and all for pensions, ready to fill their pockets from the a fact that unworthy and non-meritorious claims and occasionally one fraudulent *in toto*; but it is class of claims are almost universally rejected, ens is this office more indebted for efficient than to the worthy veteran citizen-soldier. list of pensioners at all, and of this Con- ge, it should, I think, be widely pub- l afforded an opportunity to print the bin the radius of its own circulation. be few but for all.

FORCE AND EFFICIENCY.

Appropriation act of August 5, 1882, the force of this office increased from 770 officers and clerks of all grades to 1,559, and the appropriation act passed March, 1883, reduced to 1,537. The following table will show the increase and fluctuations of the force from month to month for the year :

Force.	Salary.	1882.						1883.					
		July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.
Commissioner.....		1	1	1	1	1	1	1	1	1	1	1	1
First Deputy Commissioner...		1	1	1	1	1	1	1	1	1	1	1	1
Second Deputy Commissioner...		1	1	1	1	1	1	1	1	1	1	1	1
Chief clerk.....		1	1	1	1	1	1	1	1	1	1	1	1
Assistant chief clerk.....			1	1	1	1	1	1	1	1	1	1	1
Medical referee.....		1	1	1	1	1	1	1	1	1	1	1	1
Assistant medical referee.....			1	1	1	1	1	1	1	1	1	1	1
Qualified surgeons.....	\$2,000				2	2	2	2	2	2	2	2	2
Medical examiners.....	1,800			3	14	14	14	14	15	14	15	15	15
Law clerk.....			1	1	1	1	1	1	1	1	1	1	1
Chiefs of divisions.....	2,000		12	12	12	12	12	12	12	12	12	12	11
Assistant chiefs of divisions.....	1,800		24	24	24	24	24	24	24	24	24	24	24
Principal examiners.....	2,000		35	35	35	35	35	35	35	35	35	35	35
Clerks.....	2,000	20											
Clerks, class 4.....	1,800	64	51	55	63	64	64	64	64	64	65	64	65
Clerks, class 3.....	1,600	47	59	58	91	92	94	95	95	95	95	95	95
Clerks, class 2.....	1,400	143	235	245	363	376	384	388	385	383	388	387	384
Clerks, class 1.....	1,200	250	329	381	367	384	387	393	382	387	390	394	394
Clerks.....	1,000	106	160	223	229	236	247	249	244	237	244	248	220
Superintendent of building.....	1,400			1	1	1	1	1	1	1	1	1	1
Engineers.....	1,200			2	2	2	2	2	2	2	2	2	2
Copyists.....	900	44	134	199	144	149	146	150	147	141	147	149	143
Copyists.....	720	21	15	27	36	39	39	39	40	40	40	40	37
Copyists.....	600	1											
Messengers.....	840	28	19	22	18	20	20	20	20	20	20	20	19
Assistant messengers.....	720	11	21	21									
Watchmen.....	720	8	11	36	24	25	25	25	25	24	24	25	24
Laborers.....	660	21	25	33	24	25	25	25	25	25	25	24	24
Laborers.....	480	1											
Total.....		770	1,138	1,384	1,457	1,508	1,529	1,546	1,526	1,514	1,537	1,545	1,503

By the last of August, 1882, 368 new clerks had been appointed and entered upon duty, and thenceforward the newly appointed persons

It is proper to say that at whatever expenditure of time and clerical force necessary such calls have been cheerfully and promptly answered.

LISTS OF PENSIONERS.

In response to the resolution of the Senate passed December 8, 1882, the whole clerical force of the several pension agencies was put at work, as soon thereafter as the necessary precedent arrangements could be made, to prepare the list of pensioners called for. It was necessary that each name should be put upon a slip containing the desired information. The 300,000 slips were then forwarded to this office and a large force of clerks detailed to the work of arranging them by post-offices, towns, counties, and States; this being accomplished the slips were then copied upon sheets for the printers, and by pushing the speed of the work at the expense of its accuracy, we succeeded in handing in our report before the adjournment of Congress, with which, had the Senate resolution of inquiry remained unanswered, it would have died. But it was reported in time and sent to the Public Printer. That officer, to accommodate his appropriations, postponed work upon it until after July 1, 1883, and the interim has been utilized in correcting as far as possible the errors occasioned by the undue haste necessarily used in preparing the slips and the copy sheets for the printer. The report when completed will consist of five volumes, octavo, of about 800 pages each, closely printed matter, and will of course be distributed according to the law for the printing and distribution of Executive documents.

I would most earnestly recommend that you suggest to Congress the importance of the general distribution of information of this character, and to that end recommend that Congress at an early day provide for the widest possible dissemination of the information to be conveyed by the publication of this list of pensioners.

I am, and have always been, convinced that the people of the United States, who are enjoying the national prosperity and content so dearly purchased for them by the blood of the dead Union soldiers, and by the sufferings and hardships endured by those who survived—sincerely desire that every soldier who contracted a disability in the service and line of duty, and every widow and minor or dependent of those whose lives were sacrificed, should receive a liberal pension. As their steward I have endeavored to distribute this bounty graciously and speedily. Every surviving Union soldier worthy the name, and the people of our nation generally, when they see the nation's generosity abused, and the unworthy or non-meritorious either receiving pension, or claiming it, and seeking to obtain it by meretricious methods, feel a just indignation. I am glad to say that the means taken to prevent the successful consummation of fraud are reasonably efficient to that end, and it may be easily demonstrated, I think, that such claims are to be found mostly in our rejected files. The publication of the pension list, if generally done, will, I think, allay the fears of many who have hitherto believed that a considerable portion of the money paid out each year for pensions reaches unworthy hands. In my judgment honest, well-meaning, but ill-informed, claimants, or the unwary and deserving pensioner is more frequently defrauded by unscrupulous persons than the Government, and needs protective legislation more.

On July 1, 1882, as shown by my last annual report, there were 1,000,469 living veterans of the late war who, having served their country, and many of them incurred pensionable disabilities, are now engaged in peaceful avocations of civil life, and have never applied for pension.

On the 1st day of May, 1865, the Grand Army of the Union consisted of 1,000,516 men and officers. The comparison suggested by these figures is a striking one, and challenges respectful attention from all, but more especially from those who feel inclined to flippantly and thoughtlessly denounce all applicants for pension as fraudulent or unworthy, and all ex-soldiers as greedy for pensions, ready to fill their pockets from the public treasury. It is a fact that unworthy and non-meritorious claims for pension are filed, and occasionally one fraudulent *in toto*; but it is likewise the fact that this class of claims are almost universally rejected, and that to no class of citizens is this office more indebted for efficient aid in preventing such frauds than to the worthy veteran citizen-soldier. If it were wise to publish the list of pensioners at all, and of this Congress must of course be the judge, it should, I think, be widely published, and every paper in the land afforded an opportunity to print the list of those pensioners residing within the radius of its own circulation. Such information should not be for the few but for all.

CLERICAL FORCE AND EFFICIENCY.

By the appropriation act of August 5, 1882, the force of this office was increased from 770 officers and clerks of all grades to 1,559, and by the appropriation act passed March, 1883, reduced to 1,537.

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Second Deputy Commissioner		1	1	1	1	1	1	1	1	1	1	1	1
Chief clerk		1	1	1	1	1	1	1	1	1	1	1	1
Assistant chief clerk			1	1	1	1	1	1	1	1	1	1	1
Medical referee		1	1	1	1	1	1	1	1	1	1	1	1
Assistant medical referee			1	1	1	1	1	1	1	1	1	1	1
Qualified surgeons	\$2,000				2	2	2	2	2	2	2	2	2
Medical examiners	1,800			3	14	14	14	14	15	14	15	15	15
Law clerk			1	1	1	1	1	1	1	1	1	1	1
Chiefs of divisions	2,000		12	12	12	12	12	12	12	12	12	12	11
Assistant chiefs of divisions	1,800		24	24	24	24	24	24	24	24	24	24	24
Principal examiners	2,000		85	85	35	35	35	35	35	35	35	35	35
Clerks	2,000	20											
Clerks, class 4	1,800	64	51	55	63	64	64	64	64	64	65	64	65
Clerks, class 3	1,600	47	59	58	91	92	94	95	95	95	95	95	95
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Laborers	660	21	25	33	24	25	25	25	25	25	25	24	24
Laborers	480	1											
Total		770	1,138	1,384	1,457	1,508	1,529	1,546	1,526	1,514	1,537	1,545	1,503

By the last of August, 1882, 368 new clerks had been appointed and entered upon duty, and thenceforward the newly appointed persons

rapidly reported until January 1, 1883, when the maximum was reached. The new clerks were assigned to duty as their ability seemed to indicate, and put at preliminary work as examiners or as clerks, and the most experienced men in each division were detailed to give them instruction. Having been placed under this thorough system of teaching, with the aid of the treatise upon the practice prepared by Deputy Commissioner Walker, and published about this time, the examiners became rapidly fitted to handle cases, and the benefit of this work was soon felt in the increased amount of work accomplished. The probation of six months upon which all appointments were made by you, proved a most wise precaution, for about 10 per cent. failed to exhibit the ability needed in a useful examiner or clerk, and were replaced by others more promising.

The speedy and proper adjudication of pension claims depends upon the judgment and qualifications of the examining force who have the work in hand. Their action involves a thorough acquaintance with the law in its general application to pensions, the rules of the office, as well as ability to fix the proper value of evidence presented. Primarily the examiner gathers the evidence, weighs it, and when, in his judgment, it is sufficient he expresses his conclusions in a brief and succinct statement. The possession of that peculiar quality known as "common sense" is exceedingly important in the determination of the rights of parties. On the one hand are the interests of the claimant, his misery or comfort during his lifetime, and of his family after his death; on the other hand, the rights of the Government, whose interests he is in duty bound to protect.

It is also his duty to see to it that the generosity of the Government shall be bestowed according to the letter and spirit of the law, and not diverted to objects not contemplated by its provisions. In other words, he must divest himself of the mantle of charity and mercy and put on the judicial ermine and judge each case upon the evidence. It will be seen that these duties call for qualities so peculiar and important, that it requires in the selection of a force from those possessed of educational acquirements, a careful examination to determine whether the applicant possesses the other qualities necessary to a full understanding of the business in hand. The educated clerk possessed of the other and necessary qualities, will succeed as an examiner of claims for pensions. An educated person without those qualities would not only be a useless factor in the settlement of claims, but would be absolutely dangerous to the business of the office.

These things should be considered by those who might otherwise feel inclined to criticise the office for apparent delays and occasional errors, remembering that the new examining force of this office has been gathered from the people within a brief period—was drawn from all stations and conditions of life—and has been instructed under a heavy pressure of business in a calling new to most of them, and which is of a character peculiarly intricate and responsible.

The present condition of the force as to efficiency is such, however, that I am led to doubt if you could devise a system of making so large a number of appointments in so short a time, by which better selections could have been made.

I have tried to place before each clerk every incentive, by way of appreciation and promotion, to thorough and conscientious work, and have endeavored, in recommending persons for promotion, to select those who, in competition with their fellows for at least four months' time, had earned the best records for capacity, industry, rapidity, accuracy, habits of punctuality, and general deportment. To such, promotion has

been granted irrespective of race, influence, or anything else than attainment in the work of this office. I believe this the true measure of fitness for promotion, and can assert from experience that it is conducive to the highest efficiency and discipline.

Each of the principal divisions of this office equals, as regards numbers, responsibility, and dignity, most of the Bureaus of other Departments of the Government; and I do not think it just that their chiefs should only receive the compensation awarded the best clerks in most of them. In this connection I desire to call your attention to the several reports of my chiefs of divisions which are submitted herewith, and form part hereof, and which deserve a thorough perusal, exhibiting, as they do, the ability and capacity of the writers, and showing, even to a casual observer, the great responsibility each carries. May I not ask that you will recommend that the salary of the chief of the Review Board, the chief of the Special Examination Division, the chief of Eastern Middle, Western Southern, and Old War and Navy Divisions be each advanced to \$2,500 per annum, and that of their assistants to \$2,000 each, and that of chiefs of other divisions to \$2,250 each per annum. They richly deserve such recognition of their valuable services and of the dignity of their offices. The increase would not amount in the aggregate to a large sum, but would reward properly a most deserving, painstaking, and industrious class of officers, and put them upon a more nearly equal footing with officers of other Departments charged with much less responsibility.

CONDITION OF THE WORK.

The large increase of force was given to this office in order that the delays in the settlement of pension claims might be brought to an end. A joint subcommittee of the regular pension committees of both Houses of Congress waited upon the Commissioner of Pensions in December, 1881, and propounded to him substantially this inquiry:

"If your present clerical force is doubled, how soon can you bring up the business of the office so that delays will cease and the office be up with its current work?" I answered in substance "that to shift the responsibility for delay from the office to the claimants, properly, and to settle the claims that were then and would be ready for settlement, it would require three years, in my judgment, if the increase were given me at once; that is to say, I believed that the work might, under such circumstances, be brought to that condition by December, 1884."

Congress did grant the increased force, but not until August 5, 1882, and it was fully November 1, 1882, before the bulk of the new appointees came in and had received sufficient instruction to be of appreciable benefit in forwarding the work, but after that time the efficiency rapidly increased both among the old and new clerks. A careful analysis of the files and inventory of pending claims was begun July 1, 1883, and completed July 15, and on that day the office was practically up with current work. That is to say, every case involving arrears (that is, filed prior to July 1, 1880), and, with few exceptions, all filed subsequent to July 1, 1880, and not involving arrears, had been examined; those ready for settlement had been settled; those awaiting proper calls for evidence were noted; in those requiring further evidence, calls for the same were made; in short, it was found that we had reached the point when nothing further could be done in about 235,000 claims, out of a total of 244,000 pending, until the claimants should produce the requisite evidence called for, or reports called for had been received from the De-

partments or witnesses or a special examination had at claimant's home, to the extent heretofore shown in treating of that subject.

The coming year will disclose to what extent claimants will be able or inclined to produce the necessary evidence; and as we now have an educated, experienced force of 1,537 clerks, the evidence as fast as produced will receive prompt attention, and, when found sufficient, cases thus delayed will be settled. Those most diligent will be given precedence, of course; and, so far as this office is concerned, all cases proven can be settled without further delay. The responsibility for delay, save only in the 14,500 cases in the hands of special examiners, is therefore shifted from the Pension Office to the claimants who are in default for evidence. In my judgment, the force therefore may be considerably reduced at the end of the fiscal year July 1, 1884. The amount which will be required to pay the pensioners for the next two fiscal years will depend upon the diligence of claimants in producing testimony to satisfy the requirements now outstanding. That our payment of pensions was \$39,000,000 less this year than estimated for in October, 1881, is due, first, to the close scrutiny given ratings of disabilities, and, second, to the fact that the arrears cases have been so slowly proven. The present force can easily settle enough cases to expend during the incoming fiscal year the full amount of the available appropriations if claimants will do their part by responding to our calls for evidence with such proof as will satisfy the requirements made. I have requested seventy of the most experienced officers and examiners of this office to give me their best estimate, based upon their intimate knowledge of the pending cases and their many years of experience in examining proofs, as to what proportion of the 148,000 pending claims which, if allowed, would carry arrears, will eventually be allowed upon proper proof, provided the rules of practice and the pension laws remain as now established.

The average of their estimates is that 60 per cent. of the 148,000, or 88,800 claims, will be eventually proven and allowed, and in this net judgment of seventy experienced men I concur. This estimate, based as it is upon experience and intimate knowledge, I believe to be valuable and reliable.

As before shown, so far as this office is concerned, these may be settled before July 1, 1884, and for the sake of the disabled veterans and widows and children of the dead defenders of our country to be benefited, as well as that the "high-water" mark in the annual expenditure for pensions may be speedily reached, I trust the evidence may be forthcoming to enable us to accomplish this much-to-be-desired end.

CONCLUSION.

To Deputy Commissioner O. P. G. Clarke and Deputy Commissioner C. B. Walker I am indebted for cordial support and assistance. They have fairly divided my duties with me and have been indefatigable in their efforts to promote the discipline and efficiency of the Bureau, and to lighten my cares and responsibilities. Their example has been most beneficial to the office for promptness and industry. The chief clerk, Capt. A. W. Fisher, and his assistant, Mr. J. W. Howell, have had most difficult tasks to perform in receiving and appropriately assigning the new office force, overseeing their instruction, and relieving the Commissioner and his deputies from the thousand annoying details of the care of so large a body of employes. They have demonstrated their pre-eminent fitness for their duties. Hon. B. Rixford, the law clerk, has

had the oversight of the communications with Congress, and the appeals, and has relieved me of great anxiety by the calm, impartial, and dignified manner with which he has dealt with these perplexing questions committed to him. To each of these officers and to the chiefs of divisions and their assistants, individually and collectively, is due the splendid efficiency of this office, and, if I could, I would not withhold from them this meed of praise and my own sincere thanks for their loyal support and assistance

The multiplicity of important duties devolving upon the Bureau over which I preside, and the deep and intense interest exhibited by all classes of the people in the work intrusted to us, combined with the fact that this has been in many respects the maximum year in the history of this office, must be my apology for going so fully into details as I have in this report.

In conclusion let me express to you and your assistants my warmest thanks for the distinguished consideration shown me during the past year, and to subscribe myself,

Most respectfully, your obedient servant,

W. W. DUDLEY,
Commissioner.

Hon. H. M. TELLER,
Secretary of the Interior.

ORGANIZATION OF THE OFFICE.

CORRECTED 10 NOVEMBER 1, 1883.

WILLIAM W. DUDLEY	Commissioner.
O. P. G. CLARKE	First Deputy Commissioner.
CALVIN B. WALKER	Second Deputy Commissioner.
ABIAL W. FISHER	Chief clerk.
JOSEPH W. HOWELL	Assistant chief clerk.
THOMAS B. HOOD	Medical referee.
NEIL F. GRAHAM	Assistant medical referee.
BRADFORD RIXFORD	Law clerk.

BOARD OF REVIEW.

J. R. VAN MATER, chief; **J. H. HOBBS** and **A. E. ROWELL**, assistant chiefs.

Reviews all claims before final action is taken by the office.

MEDICAL DIVISION.

T. B. HOOD, medical referee; **NEIL F. GRAHAM**, assistant medical referee.

The supervision of the work required of examining surgeons, the determination of the degree of disability in invalid cases, and of all medical and surgical questions..

SPECIAL EXAMINATION DIVISION.

E. G. RATHBONE, chief; **JOHN M. WELTY** and **G. A. LYON**, assistant chiefs.

Has charge and supervision of the special examination of claims in the vicinity of claimants and their witnesses, and to aid in the prosecution of offenders against the pension laws.

EASTERN DIVISION.

FREDERICK MACK, chief; **E. M. TABER** and **J. M. CURTIS**, assistant chiefs.

The settlement of late war pension claims of military service of the New England States and the States of New York, New Jersey, and Delaware.

MIDDLE DIVISION.

F. D. STEPHENSON, chief; **CHARLES M. BRYANT** and **J. W. McMILLAN**, assistant chiefs.

The settlement of late war pension claims of military service of the states of Pennsylvania, Ohio, and Michigan.

WESTERN DIVISION.

JOHN M. COMSTOCK, chief; **R. L. FORD** and **W. B. GREEN**, assistant chiefs.

The settlement of late war pension claims of the military service of the States of Indiana, Illinois, Iowa, Wisconsin, Minnesota, Nebraska, Kansas, Colorado, California, Oregon, and of the several Territories.

SOUTHERN DIVISION.

L. E. DICKEY, chief; **JEFF. W. DAVIS** and **H. C. BURLINGHAM**, assistant chiefs.

The settlement of late war pension claims of military service in the States of Maryland, Virginia, West Virginia, North Carolina, South Carolina, Florida, Georgia, Alabama, Mississippi, Louisiana, Texas, Kentucky, Tennessee, Missouri, Arkansas, the District of Columbia, and colored troops.

OLD WAR AND NAVY DIVISION.

W. H. WEBSTER, chief; **HENRY W. HALL** and **N. E. ROBINSON**, assistant chiefs.

The settlement of all claims for pension and bounty land relating to wars prior to 1861; all claims from regular Army and Navy, and of such organizations as did not belong to any State or Territory.

MISCELLANEOUS DIVISION.

A. VANGENDER, chief; **T. F. SARGENT** and **C. L. WHELPLEY**, assistant chiefs.

Supervision of miscellaneous correspondence arising in cases which have been admitted; also of matters pertaining to claim agents and their relations to the office.

AGENTS' DIVISION.

CHARLES F. SAWYER, chief; **J. W. COLE** and **W. L. SOLEAU**, assistant chiefs.

In charge of the disbursement of pension funds, and of all correspondence with the several United States pension agents and accounting officers of the Treasury relating to payments, &c.

CERTIFICATE AND ACCOUNT DIVISION.

F. MOORE, chief; **M. B. JOHNSON** and **MARK TILTON**, assistant chiefs.

Issues, numbers, and records all pension certificates, and designates the agency at which pension is to be paid.

RECORD DIVISION.

WILLIAM T. FORD, chief; **E. E. FULLER** and **F. H. TAFT**, assistant chiefs.

Records, numbers, and jackets the claims for original pensions as received, and has the custody of record of applications filed.

MAIL DIVISION.

D. L. GITT, chief; **JOHN RICHMOND** and **S. P. KEILER**, assistant chiefs.

In charge of all mail received, stamping, recording, and distribution of same to the proper divisions of the office; also the assortment and arrangement of the outgoing mail.

REPORTS OF CHIEFS OF DIVISIONS, ETC.

I.—BOARD OF REVIEW.

DEPARTMENT OF THE INTERIOR, PENSION OFFICE,
Washington, D. C., September 18, 1883.

SIR: I have the honor to report that during the year ending June 30, 1883, the Board of Review passed upon 76,289 original claims of all classes, which was an average of 1,940 to a reviewer. Of that number 64,450 were claims of invalids, 7,350 of widows, and 4,041 of dependent relatives. Besides the original claims, action was taken in 26,147 increase claims, and 1,724 increase claims additional of the new disability class. In the whole number of these cases there were examined 4,155 reports of special examination. There were 21,690 cases returned to the divisions, after review, for additional evidence, and 4,792 referred for special examination. The average number of cases acted upon by the Board per day was 344½; by each reviewer, 12½. There are now forty reviewers on duty. In December last I invited your attention to the accumulation of work before the Board, when you assigned to it six clerks of Class 4. During the year we had the assistance, also, for a short time, of three other clerks of the same class. Those I have mentioned do not include the assistant chief of the Board or three other assistants in miscellaneous work. The addition to the force has proved to be no more than is necessary to keep the work in hand. As a matter of interest I will state that the actual number of day's work performed by the Board proper during the year was 8,278, equal to the work of one man during the working days of about twenty-seven years.

The functions of the Board of Review were defined by you in Order No. 59, which states: "The sole function of the Review Board is to treat cases judicially upon the papers, and after a finding upon the law and facts, cases are then to be referred to the Medical Referee, for his decision upon the medical questions involved, based upon such finding, and he shall then return the same to the Review Board, with his opinions, for its final report."

Considering the large number of reviewers, the constant pressure of work, and the large interests involved, it is proper that I should refer to the means used to promote impartial, fair, and uniform action in the cases submitted.

The cases, with their briefs, are submitted by the adjudicating divisions each day. These are arranged in a file for ready reference. As the Board needs work the cases are taken up in the order of submission—an even date from all the divisions—and placed upon the desk of a clerk, to be charged to different reviewers, under the immediate supervision of the chief or assistant chief of the Board, without reference to what division or what examiner submitted them; so that no one can have any knowledge up to the moment a case is to be charged as to what reviewer is to pass upon it. If the reviewer believes that the case is legally established, he indorses his approval of it on the brief; if not, he specifies his objections to it in writing. If it is approved, the case then goes to one of three reviewers, who examines the brief and, if he concurs in the findings, places his check upon it, after which it is sent to the medical division to have a rate fixed for the disabilities legally established and approved. If the reviewer objects to the case on legal grounds, or insufficiency of evidence, he submits it, with his objections, to the chief of the Board of Review. Where a reviewer objects to a case, his objections are read by one of my assistants, with a view to correcting errors of judgment, avoiding unnecessary requirements, and promoting uniform action. If the objections appear to be reasonable they are approved, and the case is returned to the adjudicating division for such action to cure the defects as may be thought proper, that question being within the jurisdiction of the division. If the position of the reviewer appears to be erroneous the case goes to the chief of the Board for directions. Inasmuch as upwards of 20,000 cases were returned during the year, the labor required to keep an oversight of this part of the work can be seen. This is the point where there is danger of friction between the Board and the divisions. No matter if a reviewer intends to be fair in his objections, it is natural that an examiner who submitted the case believing it was ready for final action should be dis-

pleased by its return to him. Such a consideration, however, is insignificant compared with the hardship to a claimant occasioned by the delay if his case is fairly proved.

In sympathy with your desire that mutual confidence and respect should exist between the Board and adjudicating divisions, I have not hesitated to overrule the reviewers where I deemed it necessary, and such action has been received by them in the spirit of fairness, which was the sole motive governing it.

Another means used to promote uniformity is the statement in a monthly report of the percentages of original claims returned by the different reviewers with objections of one kind and another. Such a report is placed in the room of the Board for inspection, and is a safe gauge, in the long run, of the variation in the action of the reviewers. It gives each an opportunity of knowing if he is above or below the average, and suggests an examination into the points of variance.

The reviewers have been sustained in reasonable objections, and I have found the chiefs of divisions, with whom my relations have been cordial, ready to acquiesce in them. The appeals to you from the action of the Board have been comparatively few.

I find that sixteen of the reviewers have had, on an average, upwards of eighteen years' experience in this office. Taking the whole number, the period of their service has averaged a fraction over twelve years. An efficient reviewer must have an intimate knowledge of the laws granting pensions both before and since the rebellion, and an appreciation of their spirit. He should be informed as to the construction placed upon them in the rulings of the office and Department, and as to the ordinary rules of evidence. He should have some knowledge of the pathology of disease. He should be familiar with the events of the different wars and with the regulations of the Army and Navy. His work requires nice discrimination, and that judicial temper that will not permit the evidence of fraud in one case to bias his judgment against the honest claimant whose case may next come before him. As it is not possible with present facilities to cross-examine all witnesses, he must decide many points on the *ex parte* evidence directed to them. He must consider its genuineness, reasonableness, the contradictions of the record, the sufficiency of knowledge of a witness (especially in cases of disease), and the inherent evidence of truth or falsity in the make-up of the case. Of course in such a large body of men requiring so many qualifications for the highest efficiency, holding so many different views, it is impossible to secure exact uniformity. But I believe there is not greater lack of it than is to be found in the decisions of different courts. I need not refer to the unremitting industry of the members of the Board and all the clerks connected with it. Not only those with special examiners' reports, but large numbers of other cases decided have been intricate and voluminous, and it is no meaningless compliment, but a just estimate of their service, when I say that I believe that no body of the employés of the Government have been more devoted to duty or in closer sympathy with the objects to be attained. The rating of cases on the legal and medical findings requires the greatest care, industry, and accuracy, as well as a knowledge of all the ranks and all the rates of pension and their legal limitations, and other necessary points. I refer to the faithfulness of the reviewers engaged in this duty. The record and file clerks have given me the most conscientious assistance, without which the orderly and prompt dispatch of business would be involved in confusion and delay. I wish to acknowledge the valuable aid I have received from the assistant chief of the Board, Mr. J. H. Hobbs, and the other assistants. An honest effort has been made to make the action of the Board fair and to place the benefits conferred by law speedily into the hands of the honest claimant, and at the same time to protect the Government against fraud. In these efforts, involving great responsibility and constant anxiety that right decisions should be made, I have received the constant support of the officers of the Bureau, and I desire to extend to you, the Deputy Commissioners, and the chief clerk my thanks for the consideration shown me.

In compliance with your request that I should make any suggestions as to advisable changes in the law, I will make two recommendations: The first is that the status of desertions, so far as pensions are affected, be legally fixed. I have in view desertion from a service prior or subsequent to that in which the soldier was disabled. If a man deserts and again enlists, the War Department cancels the second service as having been in violation of the Articles of War, which are wise in this provision so far as regards the soldier's military status. But the cancellation does not wipe out actual service performed, it may have been, in good faith, nor, if the soldier was wounded or otherwise disabled, does it cure the wound or disease. As a pension is granted simply on the principle of making up to some extent the loss occasioned by disability or death incurred in the service, prior desertion should not go so far as to say that a man who afterwards stands up in battle and is shot was not in the service or in the line of duty. I should like to see an exception made against the class known as "bounty jumpers."

My other recommendation relates to that class of dependent cases where the claimant or soldier were slaves at the latter's enlistment or death. There were, in most

cases of this kind, no contributions to, or manifested obligations to aid, the claimant because of slavery, and no actual dependence on the soldier for the same reason. The state of the parties destroyed, not only the necessity, but the sense of the obligation. Under the present law and practice, such cases (unless the lines of the Army prevented contributions) are rejected unless those requirements of law applied to the ordinary cases are complied with. The emancipation proclamation took effect January 1, 1863. In that month the War Department authorized colored enlistments. But many of these people remained in a state of slavery until the close of the war, and have suffered poverty ever since. Does not the rejection of such cases on the ground that the soldier did not contribute add to the moral and actual hardships of slavery? I recommend the following amendment to section 4707 Revised Statutes:

Provided further, That no claimant under this section, who continued in a state of slavery until the death of his or her son or brother, shall be denied a pension because of inability to show that the son or brother contributed to his or her support, or recognized his obligation to do so.

I am, very respectfully,

J. R. VAN MATER,
Chief of Board of Review.

Hon. W. W. DUDLEY,
Commissioner of Pensions.

2.—MEDICAL REFEREE.



DEPARTMENT OF THE INTERIOR, PENSION OFFICE,
Washington, D. C., September 21, 1883.

SIR: In compliance with your request for a report from this division, I have the honor to state that there are now employed a Medical Referee and Assistant Medical Referee, two qualified surgeons (medical experts, one in anatomy and the other in diseases of the nervous system), and eighteen medical examiners; in the clerical branch, thirty-four, five of whom are medical men and two messengers. The work of the Medical Division may be divided in four classes:

1st. The Medical Referee and Assistant Medical Referee decide all intricate medical questions in which difference of opinions arise, prepare the opinions in all cases appealed to the honorable Secretary of the Interior, and have a general supervision of the division and of examining surgeons.

2d. The qualified surgeons and medical examiners examine all the medical evidence in the cases submitted by the Board of Review and the various adjudicating divisions and miscellaneous division for opinion, to fix a rate of pension, reject by reason of no disability, or decide on a medical sequel or probability.

3d. The five medical men of the clerical force examine the certificates of examining surgeons as soon as they reach the office, return such as are not properly constructed to the surgeons for correction; also write the special instructions to examining surgeons and for the examinations ordered in foreign countries, asylums for the insane, poor houses, at the homes of claimants, by Army surgeons, &c.

4th. The clerical force, under the direct supervision of a clerk of the fourth class, keep the records of the division, and have the great mass of correspondence with examining surgeons to do, also correspondence with members of Congress and claimants, as well as ordering all special and foreign examinations, keeping and preparing examining surgeons, accounts, &c.

Without exception the clerical force has been diligent and conscientious in the discharge of their duties.

By the act of Congress approved July 14, 1862, the Commissioner of Pensions was empowered to appoint civil surgeons to make examinations of applicants for invalid pensions. The fee for each examination was fixed at \$1.50. Subsequent to the passage of the act, and prior to March 3, 1873, the bulk of the medical examinations were made by single surgeons. About 1868 it was thought that in the large cities, by getting two or more medical men to act together in making examinations, that better and more impartial work could be obtained—so that prior to March 3, 1873, there were in operation in the principal cities Boards of Examining Surgeons, and composed of from two to five members, and the fee of \$1.50 was divided among the members of a Board, so that no more was paid to a Board than a single surgeon for each examination made at that time.

By the act of March 3, 1873, the number to constitute Boards of Examining Surgeons is fixed at three, and the compensation for each member is fixed at \$1. Under this act there were organized and in operation during the year 1873 seventy three boards, and by the same act the fees of single examining surgeons were fixed at \$2 for each examination. With the liberal fees allowed under the act of March 3 1873

the office was able to obtain and retain the services of very efficient surgeons, and the changes in the roster were not numerous up to the passage of the act of June 14, 1878, when the fee for an examination by a single surgeon was reduced from \$2 to \$1. The fees for members of Boards of Examining Surgeons were not changed, so that the efficiency of the Boards was not impaired, but the single surgeons throughout the country became dissatisfied, and many of the best resigned, and it was found impossible to supply their places with but the meager fee of \$1 to offer, so the office was compelled to submit to poor work for that reason.

During the year ending July 1, 1879, there were dropped from the roster of examining surgeons for incompetency, the meager fee, and other causes, upwards of three hundred—about one-fifth of all the examining surgeons—which shows conclusively that it is impossible to secure the services of efficient men without proper compensation. As we recede from the war the medical questions and sequelæ which arises in claims are often numerous and perplexing, so that it requires men of ability to arrive at just conclusions to the pensioner, the claimant, and the Government.

Seeing the necessity for a better corps of examining surgeons, you recommended to Congress the restoration of the fee of \$2 to single surgeons and an increase in the fee to Boards of surgeons to \$2 for every properly-constructed and full certificate.

The act of July 25, 1882, authorized the payment of \$2 for each examination made by a single surgeon and \$2 to every member of a board. Section 4 of the act of July 25, 1882, requires "that all examinations so far as practicable shall be made by boards, and no examination shall be made by one surgeon excepting under such circumstances as make it impracticable for a claimant to present himself before a board." This act necessitated the creation of a largely increased number of boards, so that the office has now on its roster of examining surgeons two hundred and forty-four boards, and in addition to this the organization of eighty boards is pending.

While the appointment of so many boards with the increased fee has very greatly increased the first cost of making the necessary examinations, they have taken hold of the work with earnestness, and the quality of their certificates is so very much improved that it is thought in the end that there will be a balance in favor of the Government, for the reason that when a certificate is carelessly constructed, another, and sometimes a third, examination is necessary before a just conclusion can be reached, a contingency which is daily becoming less under the system of board examinations. Now, as a rule, one board of examination is sufficient on which to base a just conclusion in a case, instead of more as above stated. The increase of the fee and the plan of organizing the boards at such distances from each other as will insure them a fair amount of work has, so far, been found to work admirably, but it is believed that too many boards would destroy the efficiency of the plan.

Since the increased compensation to examining surgeons, and particularly since so large a proportion of examinations have been made by boards, the improvement of the quality of the work has been gratifying; so much so that at this date the number of certificates returned for correction or rejected as insufficient is but few, and this is accounted for on the ground that with the increased compensation the services of a better class of surgeons are obtained. Some of the best medical men in the country are now borne on the roster of examining surgeons, and in order to retain them it will be necessary to limit the number of boards to that degree which will give them sufficient work to remunerate and urge them to their best efforts, and at the same time have due reference to the convenience of pensioners and claimants for pension.

As early as 1869 it was recognized that important medical questions were involved in the adjudication of many pension claims, as by that time sequels commenced to manifest themselves. Medical gentlemen connected with the office as clerks were from time to time detailed to consider the medical aspect of certain cases, and the work so increased and the necessity for a medical division became so apparent that it was created by an act of Congress approved March 3, 1873. Section 38 of that act authorized the appointment of a duly qualified surgeon as Medical Referee, and also the appointment of four duly qualified surgeons. The latter were selected after a searching competitive examination. Even in 1873 the Medical Referee and his four assistants were not able to meet the demands made on them in settling the medical questions arising in claims before the office, so that it was necessary to appoint medical gentlemen as clerks and place them on medical work, and in this way the medical force varied with the exigencies of the service, the lowest number which was employed from 1873 to 1882 being six and the highest eleven. From 1873 to 1876 it was recognized as the Medical Division, and was directly under the control and deduction of the Medical Referee.

In October, 1876, your predecessor dissolved the Medical Division by order and assigned members of the force to the various divisions to adjudicate the medical questions as they arose and fix the rate to be paid to pensioners. Owing to the separation of the medical men and the absence of the direct supervision of the Medical Referee, the rates allowed varied, so that it became evident that the medical corps should be together and be directly under the Medical Referee, and also to facilitate interchange

of opinions, which is so necessary to fix uniform rates and decide on obscure questions in medicine. The medical division was reorganized July, 1881, and, to keep pace with the increasing number of adjudications, it was very soon seen that their number must be increased, which was done by the appointment of new medical men, and the transfer from other divisions of the office of others.

There are now on duty in the Medical Division, besides the Medical Referee and Assistant Medical Referee, twenty medical examiners, who examine all the medical evidence in every claim and fix the rate to be paid pensioners for their disabilities. All medical questions, pathological, physiological, and sequential, are submitted to the Medical Referee and his subordinates, and they are so thoroughly considered in all their bearings that but few mistakes can occur. Since the reorganization of the division and the increase of the force the complaints that ratings are inadequate and that all disabilities claimed have not been considered have been very much reduced. The demand by persons for a reissue to correct rate come now mainly during that period in which the fees to surgeons were so small and while the medical force in the office was reduced and distributed among the various divisions, viz, from 1876 to 1881.

With the organization of the medical corps as it now stands, and with their well-established professional ability, I feel confident that their work will be well and conscientiously performed, and that as few mistakes as possible will be made considering the complex questions often presented to them.

EXAMINATIONS.

During the fiscal year ending June 30, 1882, there were 148,391 examinations made by boards and single surgeons, at a cost to the Government of \$232,231.01.

In the fiscal year ending June 30, 1883, there were made 159,601 examinations by boards and examining surgeons, at a cost of \$563,283.61.

Under the act of Congress approved March 3, 1883, entitled "An act to amend the pension laws by increasing the pensions of soldiers and sailors who have lost an arm or a leg in the service, and for other purposes," there were examined by boards and single surgeons 4,566.

EXPERT EXAMINATIONS.

Section 4 of the act approved July 25, 1882, authorizes the employment of experts to make examinations, to determine the degree of disability in certain cases, at a fee of \$5. These expert examinations have been confined to the eye and ear and insanity, so that at a small cost very useful information is obtained and just conclusions arrived at for both the claimant and the Government that would be otherwise difficult to get.

FOREIGN EXAMINATIONS.

The fee to surgeons outside of the United States is fixed by the act of July 25, 1882, not to exceed \$10, and their accounts have been approved for \$5 for an ordinary and \$10 for an expert examination, viz: For all ordinary (non-expert) examinations, \$5, and for an examination of the eyes and larynx, \$10. Such is usually the fee in the large cities of Europe, and that has been taken as a guide in deciding the amount to approve.

The estimated cost of medical examinations for the fiscal year ending June 30, 1884, is \$500,000.

Very respectfully,

N. F. GRAHAM,
Acting Medical Referee.

Hon. W. W. DUDLEY,
Commissioner of Pensions.

3.—SPECIAL EXAMINATION DIVISION.

WASHINGTON, D. C., *September 20, 1883.*

SIR: I have the honor to submit the following report, showing the operations of the special examination division, during the year.

Total number of special examiners employed during the year ending June 30, 1883	253
Total number of days employed in examination of cases during the year ending June 30, 1883	40,015
Total number of days employed on miscellaneous work during the year ending June 30, 1883	2,484
Total number of days employed during the year ending June 30, 1883	42,499
Total number of depositions taken during the year ending June 30, 1883	50,211

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Total number of examinations in which reports were thorough	24
Total number of examinations in which reports were excellent.....	114
Total number of examinations in which reports were fair.....	5,852
Total number of examinations in which reports were unsatisfactory.....	187
Total number of examinations in which reports were insufficient.....	242

Total number of examinations during the year ending June 30, 1883. 6,419

Total amount per diem paid during the year ending June 30, 1883.....	\$128,872 25
Total amount expenses paid during the year ending June 30, 1883	58,546 49

Total cost of the work (exclusive of salaries) during the year ending June 30, 1883.....	187,418 74
Average cost per each examination	29 194 1/2
Average cost per each deposition	3 45+

Operations of the Special Examination Division of the office, showing investigations made, &c., for the fiscal year ending June 30, 1883.

Number of cases examined as to merit:	
Cases of pensioners	741
Pending claims for pensions	5,278
Total	6,019

Miscellaneous matters, criminal acts, attorneys, &c., number of cases.. 253

Gross savings:	
Amount due and unpaid 158 pensioners whose names were dropped after investigation	\$27,169 91
Accrued pension in 1,085 claims rejected after the investigation	1,372,715 11
Money illegally drawn as pensions and refunded	19,227 95
	1,419 112 97

Expenses:	
Expenses of special examiners, subsistence.....	128,872 25
Expenses of special examiners, travel, &c.....	58,546 49
	187,418 74

Net savings..... 1,231,694 23

Future annual savings:	
Amount of one year's pension in cases dropped from the rolls	16,988 00
Amount of one year's pensions in cases rejected.....	93,625 92
Amount reduction in rates of 15 pensions	1,806 00
Total	112,419 92

Attorneys:	
Suspended	21
Debarred	30
Disbarred.....	20
Dropped	33
Restored.....	21

Criminal prosecutions:	
Cases submitted (attorneys, 87, and other persons, 35)	122
Indictments	29
Convictions (attorneys, 16, and other persons, 6)	22
Acquittals	2
No bills.....	7
Dismissed.....	9
Awaiting action	47

Number of claims in investigation files July 1, 1882.....	3,803
Number of claims in investigation files July 1, 1883	6,516

Increase during the year

Number of claims in the correspondence files July 1, 1882.....	405
Number of claims in the correspondence files July 1, 1883	283

Decrease during the year.....

Table showing the actual and average number, per month, of employes on office and field work, separately, in Special Examination Division, with number of discharges, transfers, resignations, and deaths, during the fiscal year ending June 30, 1883.

OFFICE WORK.

Month.	On clerical duty.	Discharged.	Transferred.	Resigned.	Under instruction for field-work.	Died.	Total force.
July	23				3		26
August	25		3		55		80
September	40	2	20		64		104
October	55		6		36		91
November	57		1		22		79
December	61		1	1	19		80
January	69		2		20	1	89
February	79	1			7		86
March	95	4	10		30		125
April	80	1		1	25		105
May	85			1	13		98
June	76	1	5	1	4		80
Total	745	9	48	4	298	1	1, 043
Average per month	62½				24½		86½

RECAPITULATION.

Average number per month (office work)	62½
Number of clerks discharged	9
Number of clerks transferred	48
Number of clerks resigned	4
Number of clerks died	1
Average per month (under instruction)	24½
Total average per month, clerical and under instruction	86½

FIELD WORK.

Month.	Examiners employed in field.	Examiners discharged.	Examiners transferred.	Examiners resigned.	Died.	Total.
July	73					73
August	73		1			73
September	86	1	2			86
October	101					101
November	116	2				116
December	130		1	1		130
January	137	2	3			137
February	155		2	1		155
March	157	4	7	1		157
April	169	2	2			169
May	180		1	1	1	180
June	198	4	3			198
Total	1575	15	22	4	1	1575
Average per month	131½					131½

RECAPITULATION.

Average number per month, special examiners	131½
Number discharged	15
Number transferred	22
Number resigned	4
Number died	1

Table showing the actual and average number, per month, of all employes in Special Examination Division, transfers, discharges, resignations, and deaths, and value of salaries during fiscal year ending June 30, 1883.

Month.	Clerks in office.			Examiners in field.	Under instruction for field duty.	Total force in division.	Clerks and examiners transferred.	Clerks and examiners discharged.	Clerks and examiners resigned.	Clerks and examiners died.	Total resigned, transferred, discharged, and died.	Value of salaries.
	Men.	Women.	Total.									
July	22	1	23	73	3	99	.....	.....	.....	.....	.....	\$11,354 00
August	24	1	25	73	55	153	4	.....	.....	.....	4	15,852 05
September	34	6	40	86	64	190	22	3	.....	.....	25	16,505 00
October	49	6	55	101	36	192	6	.....	.....	.....	6	21,300 00
November	51	6	57	116	22	195	1	2	.....	.....	3	22,700 20
December	54	7	61	130	19	210	2	.....	2	.....	3	24,717 70
January	60	9	69	137	20	226	5	2	.....	1	8	26,465 30
February	64	15	79	155	7	241	2	1	1	.....	4	25,200 00
March	67	28	95	157	30	282	17	8	1	.....	26	31,500 40
April	52	28	80	169	25	274	2	3	1	.....	6	29,376 00
May	55	30	85	180	13	278	1	.....	2	1	4	31,704 00
June	46	30	76	198	4	278	3	5	1	.....	14	29,796 30
Totals	578	167	745	1,575	298	2,618	70	24	8	2	103	286,922 44
Average per month....	48 $\frac{1}{2}$	13 $\frac{1}{2}$	62 $\frac{1}{2}$	131 $\frac{1}{2}$	24 $\frac{1}{2}$	218 $\frac{1}{2}$	.....	.....	.....	.....	.....	23,910 20

RECAPITULATION.

Average per month, clerks in office (men)	48 $\frac{1}{2}$
Average per month, clerks in office (women)	13 $\frac{1}{2}$
Total average clerks (office work)	62 $\frac{1}{2}$
Average per month, examiners (full work)	131 $\frac{1}{2}$
Average per month, examiners (under instructions)	24 $\frac{1}{2}$
Total average per month, clerical and field force	218 $\frac{1}{2}$
Value of salaries for fiscal year	\$286,922 44
Average value of salaries per month	23,910 20

MISCELLANEOUS.

Number of cases in files for special examination	6,516
Number of cases in "sixty-day" files	240
Number of cases in correspondence files	283
Number of cases in special examiners' hands	8,869
Total number of cases in Special Examination Division	15,908
Number of cases referred for criminal prosecutions	278
Number of cases admitted upon special examiners' reports	1,663
Number of cases rejected upon special examiners' reports	1,085
Number of cases dropped from rolls upon special examiners' reports	158
Number of letters written to special examiners	14,400
Number of miscellaneous letters written	22,524
Total number of letters written	36,924
Number of circulars (credibility of witnesses)	66,000
Number of other circulars	5,913
Total number of circulars	71,913
Total number of circulars and letters written	108,837

Number of special examinations in each State.

Alabama	2	Mississippi	24
Arkansas	8	Missouri	259
Arizona	1	Maryland	72
California	23	Nebraska	65
Colorado	9	New Hampshire	77
Connecticut	74	New Jersey	170
Dakota	6	New York	650
Delaware	2	New Mexico	1
District of Columbia	124	North Carolina	25
Florida	10	Ohio	751
Georgia	10	Oregon	3
Illinois	644	Pennsylvania	804
Indiana	497	Rhode Island	26
Iowa	210	Tennessee	225
Kansas	180	Texas	8
Kentucky	267	Vermont	95
Louisiana	21	Virginia	26
Massachusetts	264	West Virginia	137
Maine	111	Wisconsin	175
Minnesota	63		
Michigan	300	Total	6,419

In closing this report I desire to state that within the past year this branch of the service of the Pension Office has shown much improvement over the preceding year. Most of the inefficient examiners have either been recalled or discharged, and the balance of the force now in the field, with but few exceptions, have been brought up to a higher standard of perfection, as a comparison of the quality of the work performed this year with the preceding year will readily show. This marked improvement is largely due to the intelligent instructions given the men by Messrs. Lyon and Coleman in the "night schools." These gentlemen imposed upon themselves the task of teaching the new special examiners their duties before going into the field, and too much praise cannot be awarded them for the disinterested, faithful, and conscientious manner in which they have performed their labors. This work was done after office hours, and at no additional cost to the Government.

Touching the present clerical force employed in the division, i. e., in the office proper, it should be observed that they have applied themselves to their duties continuously, and with an interest for the success of the Commissioner's administration rarely witnessed in the majority of Government employes. Whenever occasion has called for extra or extraordinary work from this force it has been performed with cheerfulness and alacrity. Special mention should be made of Capt. G. A. Lyon, assistant chief of division, Mr. A. S. Coleman, Mr. Ben. Vail, jr., and Mr. B. T. Chase, the two latter gentlemen in charge of sections.

Believing that under the present satisfactory system of conducting special examinations the efficiency of the service will show still further improvements in the coming year,

I have the honor to remain, your obedient servant,

JNO. M. WELTY,
Acting Chief of S. E. Division.

Hon. W. W. DUDLEY,
Commissioner of Pensions.

4.—EASTERN DIVISION.

WASHINGTON, D. C., September 19, 1883.

Sir: I have the honor to transmit herewith a table showing the total number of different persons employed in this division during each month, during the last fiscal year, and the number employed as original examiners, increase examiners, file clerks, at miscellaneous work and as messengers. Also, showing the number of claims briefed, admitted, rejected, and sent to the S. E. Division, as well as the number of letters and circulars sent out during each month of the same period. The work of the division has been materially less than it would have been if circumstances had not been such as to necessitate numerous assignments to and transfers from the division.

I beg leave to submit the following recommendations as to changes in the law

made in response to your invitation, a part which is a repetition of those made last year:

In view of the inequality of the rates of pension authorized by section 4,697 and 4,698, of the Revised Statutes, I am of the opinion that the whole matter of rates should be revised. This should not be hastily done, and I would suggest as the best possible method of reaching just conclusions that the question be referred to a commission composed of members of the Senate and House, and persons in this office familiar with disabilities and the inequalities of rates. The interested parties should have full opportunity to present their case in all its phases. I am not of the opinion that any changes of rate should be made until the whole list is revised.

The allowance of pension for scratches that do not constitute actual disability, and in cases of alleged disease when the physical condition of the applicant, as shown by the examining surgeon's certificate, does not materially differ from that of persons of the same age, should be prohibited by law. The amount thus saved would, as I believe, more than balance the increased rate to claimants who really are disabled from causes incident to the service.

There is a vast difference between the poor invalid who, by reason of wasting disease, has become entirely "incapacitated for any manual labor" and the man who has lost an arm above the elbow or a leg above the knee, and has no disease, and this difference should be recognized in the law. The difference between the rate for the loss of an arm above the elbow or a leg above the knee, and the loss of both an arm and leg, is entirely inadequate. There should be some provision for the allowance of additional pension to those who in addition to the loss of a hand or foot have received wounds or injuries, or contracted disease, and the combined disability is not so great as to entitle them to the next higher rate provided by law. I fail to see the propriety of making all amputations at a given point of the arm or leg pensionable at the same rate whether the pensioner is able to wear an artificial limb or not, or regardless of whether the stump is sound or whether unhealthy.

The most difficult work for the commission would be in relation to this class. For the addition might, if the rate for the additional disability should be the same as if it stood alone, increase the amount to a higher rate than the next higher grade provided for a much more severe disability.

There is no part of the pension business so severely criticised as the matter of rates, and the criticisms are in many cases well founded. Some method should be devised so that when different persons living in the same community are receiving severally \$4, \$8, \$12, \$16, and \$24 per month, a recognizable difference in disability is apparent to their neighbors and friends. This can never be done by referring the applicant or pensioner to the neighborhood "physician and surgeon" or to a board of surgeons within reach of his influence. I am of the opinion that a limitation should be provided (say 1886 or 1887) after which parol evidence should not be accepted to establish claims not sustained by record. It is true that occasional cases would arise when a just claim might be defeated, but I can scarcely imagine one where reliable evidence can be obtained by any method twenty or twenty-five years after the event upon which the testimony is supposed to be based, when the circumstances were not so unusual as to impress the fact upon the witnesses' minds.

I am of the opinion that the methods of taking testimony should be radically changed, and that the following, briefly outlined, would be practical, simple, and safe for both the claimant and Government, and would not impose unreasonable trouble and expense on the claimant or the United States:

Designate a United States court commissioner, at the county seat or the most accessible town in each county, before whom all affidavits or depositions relating to pensions should be taken openly, after notice to the claimants to appear at a designated date. These commissioners to have regular periods of session, and the sessions to be attended by a representative of the Pension Office to cross-examine the witnesses. I can see no reason why the claimants in pension cases should not incur the trouble and expense of proving their rights as well as those having other claims against the Government, or individuals, especially at this late day. Of one thing I am convinced, the testimony should be taken in an open way, where the names of the witnesses and the facts stated by them would be publicly known. Soldiers are personally just as good and just as bad as other people, and the temptations and opportunities for loose swearing to imaginary facts are by the present method so great as to be wholly demoralizing. There is not, in my opinion, a class of men on the face of the earth who live in such a high moral atmosphere that a majority could resist the temptation to at least "enlarge upon the truth" when sums of four or five hundred to as many thousand dollars could be obtained on a few affidavits clandestinely made.

The exceedingly small death-rate of persons on the pension rolls as invalids is to my mind the strongest argument that could be advanced in favor of increased caution as to the methods of taking affidavits and depositions.

I am of the opinion that provision should be made, by amendment of section 4,714 or otherwise, for the execution of declarations before officers authorized to administer

oaths for general purposes when the claimants are by reason of physical disability unable to go before an officer of a court of record.

I would recommend that section 4,719 be amended so as to permit the admission and acceptance of medical or *other competent* evidence to show continuance.

Section 4,746 should be amended so as to cover unequivocally all affidavits made before persons authorized to administer oaths by the provision of section 4,744, as amended by the act of July 25, 1882.

I am of the opinion that the provisions of sections 4,768, 4,769, and 4,786 should be substantially re-enacted. Provision should be made, however, for insuring the deduction of amounts paid in advance under existing laws, by requiring a statement from the claimant and attorney of the amount paid in advance, under the law as it now stands.

The methods now resorted to to obtain money on false pretenses from poor fellows who have none to spare from their scanty store, and who have no well-founded claim for pension, are simply outrages, and the sharpers who practice them, as a rule, manage to keep outside the reach of existing laws and inside the rules laid down by the Department. A law should be enacted that will reach this class of swindlers.

The act of June 16, 1880 (chapter 236), should be so amended as to authorize the allowance of seventy-two dollars from the date at which the claimant or pensioner became "utterly helpless, or so nearly so as to require the regular personal aid and attendance of another person, as shown by reliable evidence, regardless of the date of the examining surgeon's certificate, made under the pending claim for increase."

No sound argument can be advanced for allowing seventy-two dollars per month to a person who was helpless, or so nearly so as to require the regular personal aid and attendance of another person on June 17, 1878, and not allowing the same amount to one who has become so since that time.

I am, sir, very respectfully,

FRED. MACK,
Chief Eastern Division.

Hon. W. W. DUDLEY,
Commissioner of Pensions.

Report of work of the Eastern Division of the Pension Office for the fiscal year ending June 30, 1883.

Month.	Clerks employed.						Cases submitted to Board of Review and S. E. D.				
	Original examina. ners.	Increase examina. ners.	Miscellaneous.	File clerks.	Messengers.	Total.	Original cases.			Invalid increase.	Average of original cases to each examiner.
							Invalid.	Widows.	Total.		
1882.											
July	60	3	11	9	2	82	506	156	752	536	13.20
August	62	3	7	9	2	80	480	114	594	627	10.07
September	98	2	51	11	3	163	497	182	779	676	8.11
October	132	3	42	11	4	189	666	206	872	459	6.75
November	153	2	36	12	4	205	760	218	978	540	6.47
December	147	2	44	11	4	206	885	230	1,115	547	7.69
1883.											
January	175	2	11	13	4	203	2,129	367	2,496	701	14.42
February	167	2	9	14	4	194	1,563	321	1,884	320	11.42
March	158	2	12	14	4	188	1,967	368	2,335	341	14.96
April	156	2	8	15	4	183	2,452	382	2,834	623	18.77
May	163	2	8	15	4	180	2,038	298	2,336	544	15.47
June	148	1	17	16	4	185	2,184	319	2,503	914	17.03
Totals .....	.....	.....	.....	.....	.....	.....	16,417	3,161	19,578	6,788	12.97

Report of work of the Eastern Division, &c.—Continued.

Month.	Cases disposed of.						Letters and circulars.		
	Admitted.		Rejected.		S. E. D.	Total.	Letters.	Circulars.	Total.
	Original.	Increase.	Original.	Increase.					
1882.									
July	352	273	82	520	59	1, 286	5, 555	16, 366	21, 921
August	374	192	466	470	50	1, 552	3, 789	12, 964	16, 753
September	276	166	169	305	58	974	3, 945	18, 028	21, 973
October	429	213	133	288	121	1, 184	5, 281	11, 716	16, 997
November	464	183	187	573	134	1, 541	4, 894	25, 198	30, 092
December	550	427	202	391	141	1, 711	7, 271	36, 306	43, 576
1883.									
January	599	234	477	247	192	1, 750	7, 992	27, 397	35, 389
February	630	169	937	200	222	2, 158	7, 133	24, 308	31, 441
March	1, 130	156	796	292	214	2, 588	8, 665	22, 829	31, 494
April	468	253	671	394	179	1, 965	8, 770	24, 033	32, 803
May	1, 285	263	587	358	195	2, 688	10, 026	24, 142	34, 168
June	1, 864	467	422	597	144	3, 494	10, 567	24, 466	34, 973
Totals	8, 421	2, 996	5, 129	4, 635	1, 710	22, 829	83, 888	267, 692	351, 580

5.—MIDDLE DIVISION.

DEPARTMENT OF THE INTERIOR, PENSION OFFICE,
Washington, D. C., August 25, 1883.

SIR: In compliance with your written request, dated July 30, 1883, I have the honor to submit the following report showing the clerical force employed in and the amount of work accomplished by the Middle Division during the fiscal year ending June 30, 1883.

On July 1, 1882, there were in this division 86 employes, as follows :

Chief of Division	1
Assistant chief	1
Examiners	60
Clerks on files and miscellaneous work	22
Messengers	2

During the month of July, 1882, the examiners of this division, in addition to making the necessary calls for evidence, briefed and submitted to the board of review for final adjudication 1,148 original and 654 increase claims, making a total of 1,802.

In the month of August the clerical force of the division by the appointment of new clerks was increased to 135, and during the month the examiners briefed and submitted for final adjudication 837 original and 663 increase claims, making a total of 1,500.

In September the clerical force of the division was 196, having been increased by the assignment of 61 new clerks. During this month 1,244 original and 313 increase claims a total of 1,557, were submitted for final action.

In the month of October the clerical force was further increased by the assignment of 9 additional clerks, making a total of 201 clerks and 4 messengers. Of this number, 162 were on duty as examiners, and submitted for final action 1,804 original and 847 increase claims, making a total for the month of 2,651.

In the month of November the clerical force of the division aggregated 217. The number on duty during the month as examiners was 167. The number of claims submitted for final action was 1,657 original and 392 increase, making the total number for the month 2,049.

The records show that during the month of December the clerical force of the division was 219. Of this number, 172 were on examiners' desks, and the remaining force on miscellaneous duty, and that 2,340 original and 563 increase claims, making a total of 2,903, were submitted to the board of review for final action.

During the month of January, 1883, the clerical force of the division was increased

to 221, being the highest number of names upon the rolls of the division for any month during the fiscal year, organized as follows:

Chief	1
Assistant chiefs	2
Examiners	172
On files and miscellaneous work	42
Messengers	4

Amount of work for January, 2,857 original and 630 increase, making a total of 3,487 claims submitted to the board of review for final action.

In the month of February the clerical force of the division was decreased to 219 by dropping the names of clerks at the expiration of the six months' probation for which they were appointed.

The number of examiners for this month was 158. The remaining force was doing duty as file clerks and making calls on the War Department for report of service and disability. The report of work for this month shows 1,552 original and 512 increase claims submitted for final action.

The working force of the division for the month of March was 215, showing a decrease of 4 clerks from the preceding month, caused by transfer from the division to other parts of the office and dropping the names of clerks at the expiration of the term for which they were appointed. The number of claims submitted for final action was 2,538 original and 824 increase, making a total of 3,362.

In April the clerical force of the division was 209, 6 less than in the preceding month, caused by transfers to other parts of the office. The number of claims submitted for final adjudication, 2,361 original, 616 increase. Total number of claims for the month, 2,977.

The clerical force of the division for the month of May was 209. Number of original claims submitted for final action, 3,024; for increase, 600. Total, 3,624.

In the month of June the clerical force of the division was increased to 212 by the assignment of 3 new appointees. The number of original claims submitted for final adjudication, 3,041; increase, 642. Total number for the month, 3,683.

There were assigned to the division during the year 174 clerks; of that number, 7 were dropped from the rolls for inefficiency at the expiration of their probationary appointment, 6 resigned, and 35 were transferred to other divisions of the office. The average monthly clerical force of the division was 195, and the average number of examiners briefing and submitting claims 143. During the year there were 24,403 original and 7,256 increase claims, making a total of 31,659 briefed and submitted for final action. Of this number, 9,247 original and 3,022 increase claims were admitted; 5,593 original and 4,092 increase claims were rejected; 2,746 were sent to the special examiners' division for examination in the field, making the total number of claims disposed of by the division 25,590.

In addition to briefing and submitting the claims as heretofore stated, the examiners wrote 95,424 letters and 289,161 circular letters. The number of pieces of evidence received during the year and applied to the claims by the file clerks was 302,154. The number of original invalid claims filed was 7,989, and the number of original widows' and dependent claims was 2,793, a total of 10,782. There were also filed during the same period 9,378 claims for increase, a total of all classes of claims filed in the division during the year of 20,160.

At the beginning of the fiscal year, July 1, 1892, there were 56,483 invalid claims, 15,365 widows' claims, and 4,716 increase claims in the pending files of this division, making the total number of pending claims 76,564. In the rejected files there were 6,777 invalids' and 4,338 widows' claims, a total of 11,115; and the grand total, of pending and rejected claims in the files, 87,679.

The recent analysis of the files shows that there are now pending 44,365 original invalid claims, and 13,421 widows' and dependent claims, making a total of original claims pending, 57,784. There are 14,078 invalid and 5,802 widows' claims in the rejected and abandoned files, making a total of 19,960 original claims in the rejected and abandoned files, a total of pending, rejected, and abandoned original claims of 77,746. There are also pending 2,688 new disability increase claims, and 2,732 straight increase claims, making a grand total of 83,166 claims in the files of this division.

Of the claims submitted by the examiners to the board of review for final adjudication during the year, but 3,370 were returned to the division because of errors on the part of examiners. In view of the fact that it is not usual to return claims on account of clerical errors, it is safe to conclude that most of these claims were returned because the reviewers were not satisfied that the evidence was sufficient to warrant allowance, or because there were other steps that might be taken, in the interest of the claimants, before rejecting their claims.

At the close of the year calls for the necessary evidence had been made in all pending claims, except those recently filed which were awaiting reports from the War

Department, the receipt of which was necessary to determine properly what, if any, other evidence would be required. In fact, the work of the division is so well in hand that every pending claim is drawn from the files and considered as soon as any testimony is received, and for that reason special claims, heretofore kept in separate files, have been given their regular places in the files with all other pending claims, over which they now have no special advantages.

Of the new clerks appointed, 110 were assigned to my division and reported for duty in the short period of forty days, thus rendering it one of the most difficult duties of the year to provide for their proper instruction. Of the proportionately small number of experienced clerks, the greater number were required for the performance of responsible and imperative current work. In view of these facts, and that the instruction given might make the nearest possible approach to uniformity, the personal attention of myself, of my assistants, and letter-reviewers, who were chosen with special reference to their knowledge of the nature of evidence required in the adjudication of all classes of pension claims, was given to this work. Notwithstanding this, and the fact that those thus employed did much work outside of office hours (that by myself aggregating 25, and by my first assistant 18 working days in the six months from September 15, 1882), all the time of others and much of the time of all of the experienced examiners was given to the instruction of the new clerks. Each clerk was supplied with a digest containing the order and rulings of the Commissioners now in force, the decisions of the Secretaries and Attorneys-General, the pension laws, and the treatise on the practice of the office. This book was of great assistance, yet the frequency with which we were plied with every kind of a question that could possibly pertain to the settlement of any kind of a pension claim satisfied me that the new clerks were not lacking in zeal, and many of them possessing aptness and judgment have already become quite efficient, as much so, in fact, as some who have been longer in the office, and it has been a pleasure to me to see the efficiency of most of these recognized by their promotion to grades corresponding in point of compensation with their value as clerks, and I hope soon to see all deserving ones thus recognized. In this connection it seems proper to say that, in my opinion, too much credit cannot be given the older and experienced clerks for the patience which they have manifested, and the pains which they have taken in imparting to others the knowledge which they gained by years of hard work and studious application.

The amount of evidence applied, the fact that hundreds of claims are drawn from the files and hundreds returned thereto daily, that the claims to which communications refer are always found if sufficient data are given, notwithstanding they are necessarily being referred from one division to another very frequently, and changes among the examiners are of almost daily occurrence, would seem to be all that is necessary to say in commendation of the efficiency of the file clerks.

In May, 1883, after the new clerks had received their permanent appointments, I divided that part of the division engaged directly in the adjudication of claims into five sections, four of them having under consideration the pending and one the rejected claims, and designated for each a chief well qualified, in my opinion, to perform the duties intrusted to his care. This change has given myself and the assistant chiefs of division time for a more careful consideration of complicated cases and other important matters, and for this and other reasons has caused me to feel well satisfied that such change was made.

The dockets supplied to enable the examiners to keep a record of the action taken in each case were distributed, and have been kept in strict accordance with your instructions. They have been frequently found advantageous to the file clerks in the performance of their duties, and sometimes by the examiners.

It gives me great pleasure to bear testimony to the good feeling which pervades the whole division, and the willingness and cheerfulness with which the clerks obey all orders of their superiors. They strive to conform, and I believe they do, to the digest of orders, rulings, and decisions, and the various circulars issued by you from time to time, in a zealous spirit and without criticism. In fact, I have never, during my whole experience as chief of division, found a more industrious body of clerks, or those more determined to do their duty in a loyal and conscientious manner. While the utmost cordiality exists between myself and the clerks, yet in not a single instance, to my knowledge, have my wishes been disregarded or treated with disrespect.

In a few instances it has become necessary to recommend reductions and dismissals. Before making any recommendations for dismissal, I became thoroughly satisfied that the person or persons thus affected could not satisfactorily fill any position in the division. Reductions were made solely on the record of efficiency.

Appreciating fully the uniform courtesy extended to me by yourself and the other officers of the Bureau, I am,

Very respectfully,

F. D. STEPHENSON,
Chief Middle Division.

Hon. W. W. DUDLEY,
Commissioner.

6.—WESTERN DIVISION.

WESTERN DIVISION, PENSION OFFICE,
Washington, D. C., September 22, 1883.

SIR: In compliance with your request I have the honor to submit herewith a statement relating to the workings of the Western Division during the fiscal year ending June 30, 1883.

There were in the division July 1, 1882, 86 employes, classified as follows:

Chief of division	1
Assistant chief	1
Invalid examiners	51
Widows' examiners	8
Miscellaneous force, file-clerks, copyists, record-clerk, letter-reviewer, and messengers	25
Total	86

The force was augmented during the month of August, when the clerks appointed under recent act of Congress providing for increase of clerical force began to report for duty, and the numerical force of the division was thereby gradually increased until January, when the highest number of names appeared upon the roll, viz, 235. Since then the force has gradually but slowly decreased, and upon the 30th of June the number was 201, divided as follows:

Chief of division	1
Assistant chiefs	2
Section chiefs	6
Examiners of invalid claims	137
Examiners of widows' and "dependent" claims	18
Miscellaneous force, file-clerks, copyists, letter-reviewers, record clerks, and messengers	37
Total	201

Of the miscellaneous force 2 were employed as letter and circular reviewers, 2 as record-clerks, 3 as messengers, and about 20 as file-clerks.

The average monthly force during the year was 196, and the average monthly force employed as examiners during this period was 155.

The force of the division July 1, 1882, was mainly composed of experienced clerks, and it became the duty of the experienced examiners to instruct such of the incoming force as were selected to fill examiners' desks; it is, however, especially gratifying to be able to state that such duties were uniformly performed in an intelligent and conscientious manner, and that the results attained were of the most satisfactory character.

The employment of the experienced to instruct the unexperienced necessarily retarded the work of the division during the early portion of the fiscal year, but the rapid and intelligent advancement of the force under instruction was productive of most excellent results, as shown by simple comparison of the actual number of original claims admitted and rejected by the division during the first six months of the fiscal year, with the number acted upon during the last six months of the year.

During the first six months there were admitted of the aforesaid class of claims 3,127, while during the last six months there were admitted 9,942, making, in all, 13,069 original claims that were admitted by the division, and certificates issued, during the year. Of original claims there were also rejected by the division during the first six months of the year 1,159, and during the last six months 3,977, making the total disposals by the division during the year, 18,205 original claims.

In addition to the actual disposals referred to, it is proper to add that a large number of original claims that were submitted during the year to the board of review, with a view to their final disposition, were returned to the division, the reviewers, for various reasons, not considering the cases in condition to warrant final action; and that also during said period about 2,000 claims were referred to the special examination division for the purpose of examination. All of these claims were briefed and much work was necessarily bestowed upon them before they were submitted to the divisions named, but as they are, presumably, still pending before the office, they cannot, of course, be properly reckoned among the disposals.

It was apprehended at the beginning of the year that the proposed increase of force

might necessitate the formation of subdivisions, and as the new examiners became familiar with the work it seemed clear that more satisfactory results and a greater degree of accuracy might be obtained by a division of the labor; consequently the division was subdivided into six sections in November last, each section being placed in charge of an experienced examiner, whose duty it became to carefully review the work, prevent incomplete cases from being submitted to the board of review, and to see that the examiners under his charge were properly instructed—all with a view to securing the highest degree of efficiency possible, and from the methods thus adopted there has been obtained an increased degree of efficiency from the entire corps of examiners.

The files were also placed in charge of an experienced and efficient file-clerk and a competent assistant, and the efficiency of this important branch of the division has correspondingly increased.

The record books are in charge of a careful and experienced clerk, and are kept in a clear, concise, and accurate manner.

Rejected claims, called up by letter or otherwise, receive careful and intelligent consideration from two experienced examiners, selected especially for such purpose, and it is believed that this is the most feasible plan yet adopted to secure proper and uniform action in this class of claims.

Claims for increase of pension have been, and are now, considered as soon as filed, and there were adjudicated by the division during the year 10,968 of this class of claims, of which 4,101 were admitted and 6,867 were rejected. In this connection I am gratified to add that the work of the division is practically up to date; not only are increase claims considered promptly as soon as filed in the office, but such is the case with all claims. A claim, be it increase or original, of any class, if filed to-day is at once put in the hands of an examiner, and to-morrow the full calls for evidence are made on the claimant or his attorney.

I am also gratified to be able to refer to the very satisfactory condition of the files, and the praiseworthy manner in which they are managed. No evidence or correspondence of any kind is allowed to accumulate, and what is received to-day is at once applied to the proper claim, and the case immediately placed in the hands of the examiner.

The correspondence of the division has necessarily been very large, but has all been carefully reviewed under the superintendence of an experienced and competent examiner, and I am pleased to add that the examiners have, as a rule, been exceedingly prompt in answering communications, as well as in considering evidence.

The "Digest of the Laws, Decisions, Rules, and Orders," and the "Treatise on the Practice of the Pension Bureau," have been placed in the hands of every examiner, and have proved invaluable, securing uniformity of action that could not have otherwise been obtained, and placing before them all the information essential to a correct and thorough knowledge of what they should familiarize themselves with to become efficient and useful examiners.

The existing system providing for promotion by reason of meritorious service has been of great benefit to the division, and the friendly unanimity with which the employes have vied with each other in their efforts to make the year's record an enviable one in all respects, has indeed been very gratifying to me. I can but feel, however, that their zealous and earnest support has been largely attributable to their anxiety to obtain a record that will meet the unqualified approval of the Commissioner, whose administration has so inspired them with enthusiasm, and whose generous sympathy and encouragement they feel certain of if their deeds shall so merit; indeed, the feeling of certainty prevailing among the employes of the division that the Commissioner, the Deputy Commissioner, and the Chief Clerk are in full sympathy with them in their efforts to excel, serves to inspire all with an earnest desire to do their best.

In the management of the division I have been most ably seconded by my two assistants, Messrs. R. L. Ford and W. B. Greene, and the manner in which the several sections have been conducted under the management of Messrs. Allen, Snow, Case, Porter, Van Mater, and McMorris, has been entirely satisfactory.

I believe the present condition of the division is such as to justify me in predicting for the fiscal year ending June 30, 1884, results that cannot fail to prove satisfactory.

The fragmentary manner in which results have been given in this report would seem to justify the repetitions that will be found in the following statement, mainly relating to the number of claims adjudicated by the division during the year ending June 30, 1883:

Original invalid claims filed in the division during the year	10,695
Original widows' claims filed in the division during the year.....	3,227
Increase (including new disabilities) in the division during the year.....	11,304

Receipts	25,226
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Original invalids' admitted by division during year	11,662
Original widows' admitted by division during year	1,407
Increase (including new disabilities) during year	4,101
Original invalids' rejected by division during year	4,064
Original widows' rejected by division during year	1,072
Increase (including new disabilities) during year	6,867

Disposals	29,173
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In addition to the above there were adjudicated by the division during the latter portion of the year all the claims coming before the office for increase under act of Congress approved March 3, 1883, providing for increase from \$18 and \$24 to \$24 and \$30, respectively. They were adjudicated in the same manner as other increase claims.

The number allowed was	13,004
Add regular disposals during year (above)	29,173

Total disposals	42,177
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It will be seen that the disposals of the division during the year considerably exceed the receipts during the same period; that the actual disposals by the division, exclusive of cases adjudicated under act of March 3, 1883, were 29,173; and that the actual number of claims adjudicated and disposed of by the division during the year, including those adjudicated under act of March 3, 1883, was 42,177.

The number of original invalid claims pending in the division June 30, 1883, was 47,180; the number of original claims-of-widows series pending at that time was 15,541; and there were also then pending in the division 7,750 claims for increase of pension.

The number of rejected claims on file in the division June 30, 1883, of the original invalid series was 14,364, and the number of rejected claims of the original widows' series on file at that time was 6,467.

The pension laws have been judiciously amended from time to time, but it is believed that further changes in the law of an equitable character might properly be made. The following amendments have been suggested, which I respectfully submit for consideration :

That the pensions of widows and dependent relatives shall begin from the date on which such right accrues, provided the application therefor is filed within a reasonable time (say six months) after the prior title, if any, has ceased to exist.

Under the action of the present law, there must always be a period, greater or less between the death of the soldier and the filing of the widow's claim, during which the widow can receive no pension. This is an obvious injustice which it could not have been intended that the limitation fixed by the act of March 3, 1879, should work.

It is further suggested that disabilities equivalent to the loss of an arm or leg should be rated at \$30 per month; and that the pension for total and permanent helplessness, requiring the regular personal aid and attendance of another person, be fixed at \$72 per month, and that all pensioners thus disabled who have been on the rolls at \$50 per month be paid the difference between \$50 per month and \$72 per month from June 17, 1878, or from the time they were placed on the rolls to the time of the taking effect of this act, and that in rating arrears of pension the pension for total and permanent helplessness be rated at \$72 per month from June 17, 1878.

I am deeply grateful to the Commissioner, the Deputy Commissioners, and the chief clerk, for their uniform courtesy and generous words of encouragement; and to my official associates generally for their esteemed friendship, abundantly manifested officially and otherwise.

Very respectfully,

JOHN M. COMSTOCK,
Chief Western Division.

Hon. W. W. DUDLEY,
Commissioner of Pensions.

7.—SOUTHERN DIVISION.

DEPARTMENT OF THE INTERIOR, PENSION OFFICE,
Washington, D. C., August 15, 1883.

SIR: In compliance with your request for a report showing the workings of the Southern Division during the year ending June 30, 1883, I have the honor to submit the following statement:

Upon the 1st of July, 1882, there were in the division, as organized under your order of August 16, 1881, 68 employes, distributed as follows:

Chief of division.....	1
Assistant chief	1
Letter-reviewer.....	1
Examiners	46
File-clerks	8
Clerks and copyists on miscellaneous work.....	9
Messengers.....	2
Total	68

During the month of August the men who had been appointed under the act of Congress authorizing an increase in the force of the Bureau began to report for duty, and the numerical force of the division was increased, until on January 1, 1883, there were 164 names upon the roll. This was the highest number reached, and from that date the number decreased, until upon the 30th of June it was 138, divided as follows:

Chief of division.....	1
Assistant chiefs	2
Letter-reviewer	1
Chiefs of section	3
Examiners	104
File-clerks	14
Clerks and copyists on miscellaneous work.....	10
Messengers	3
Total	138

During the year there were 197 names upon the roll. One hundred and twenty-nine were assigned or transferred to the division, 25 were lost by transfer, 13 by resignation, and 21 by dismissal. The average monthly force during the year was 141; the average force at examiners' desks was 103. The force of 68 employes at work July 1, 1882, was composed almost entirely of experienced clerks, the 45 at examiners' desks being well versed in their duties. Upon the influx of new clerks, it became necessary to place those who were to be made examiners under the tutorage of the older clerks, who instructed those under their charge with uniform patience and courtesy, and with such good results that within a few months it was deemed wise to make no discrimination between the old and the new clerks in the allotment of the work. About one-half of the division was then divided into three sections, over which three experienced examiners were placed. To these chiefs of section the men under their charge were to apply for necessary information, the balance of the men in the division being instructed to apply directly to the chief or assistant chiefs. This plan seemed productive of good results and has been continued to the present time.

Although the time of the old examiners was largely taken up in instructing new men for some time after the increase of the force, the actual work of the division in the adjudication of claims was not retarded, as the cases which the old examiners had already worked upon were given to the new examiners who, while under instruction, briefed and submitted a number sufficient to keep up the average of the division. After the new men were placed upon their own responsibility, they were for a time somewhat hampered by inexperience, but they worked with commendable spirit, until many of them are now fully as efficient as the majority of the older clerks. The new men who were assigned to the files and miscellaneous work soon became proficient, and are now performing their duties in a most satisfactory manner.

By the records of the division it is shown that during the year ending June 30, 1883, there were submitted to the board of review for final adjudication 8,388 original claims. The records of the board of review show that 3,980 of these claims were admitted, 2,412 were rejected, making 6,392 original cases in which final action was taken, and the balance of those submitted were returned to the examiners for various purposes.

Three thousand five hundred and forty-three claims have been submitted to the special examination division, and as cases of this class, from the same causes which necessitate special examination, require more work than the average case submitted to the board of review, the examiners are entitled to credit for the time and labor expended in their preparation.

There were, therefore, 9,935 original cases disposed of in the division. Nine thousand six hundred and eighty five original applications have been filed, so that we have not disposed of a much larger number than has been received, but many of the claims received will, when they are reached, be adjudicated much more easily than those in which action has been taken during the past year, as many of them will be rejected under "Order 92" and on other grounds, without the expenditure of much time.

Claims for increase have been considered as soon as filed, and 3,027 of these cases have been adjudicated, 1,126 having been admitted, and 1,901 rejected.

Of the cases returned to the examiners from the board of review, a large number were returned for special or medical examination and not for causes chargeable to the examiners. The percentage returned for further calls has been small, and it is believed may be attributed, in a large number of cases, to an honest difference of opinion rather than to the failure of the examiners to consider their cases with sufficient care.

To secure uniformity of action, all correspondence and evidence relating to rejected claims are considered by one man, who, if the evidence submitted is considered sufficient, reopens the claim and sends it to an examiner with direction to make the necessary calls; or if it is not deemed proper to reopen, he so informs the claimant or attorney.

According to the records of the office there were, on the 1st day of July, 1882, 33,318 original invalid and 12,327 original widows' claims in the pending files of the division, making 45,645 original pending claims. There were also 3,890 invalid and 8,052 widows' claims in the rejected files, making a total of 57,587 original claims; 37,208 invalid and 20,379 widows'. Of the 9,685 original claims filed during the year, 7,163 were invalid cases, and 2,522 were of the widows' series.

From the analysis of the files recently made, it appears that there are now pending 31,450 original invalid cases, and 12,488 of the widows' series. There are 15,875 cases in the rejected files; 6,670 of them being invalid and 9,205 widows'. There are 3,806 original claims belonging to this division in the special examination division, and 79 in the board of review, making a total of 63,698 original claims belonging to this division. To this number may be added 1,074 new disability increase claims, of which 10 are in the files of the board of review and 336 cases to be adjudicated under "Order 86," making a total, not including straight increase invalid and widows' increase, of 65,108 claims. Adding to this number 1,071 straight increase and 120 widows' increase, the total number of claims in the division, 66,299, is obtained. This count has been made with great care and is believed to be correct. Any discrepancies which may appear between its results and the older reports probably arise from the inaccuracy of the count of October, 1881.

During the year, 227,749 pieces of evidence and inquiries have been received. Of this large number, all but 4 pieces have been filed with the cases to which they refer. There were 7 unapplied pieces on hand June 30, 1882, making 11, out of over 1,000,000 pieces received since the division was organized in 1879, which have not been applied because the cases to which they refer are not in the files and cannot be traced. This statement is in itself a sufficient assurance of the efficiency of the file-clerks.

Up to July 1, 1882, full calls had been made in no invalid cases above 363,000, except where a claim had been made special. Full calls are now made in all claims up to 450,000, and it is believed that within a short time they can be made in all invalid claims as soon as they are received, as the older cases are now well under way in the course of adjudication, those involving arrears—that is, up to 407,000—being sent to examiners whenever evidence is filed. In the widows' series full calls are made as soon as claims are received, and there is no delay in the consideration of evidence.

The correspondence of the division has been very large, 72,437 letters and 231,374 circulars having been sent out. These numbers include not simply calls for evidence, but correspondence with witnesses and inquiry as to their credibility. Of the letters written, 5,437 were replies to Congressional inquiries.

It is but just to the division, and to the examiners whose work will be compared with that of examiners in other divisions, to speak of the difficulties attending the examination of the cases with which they have to do. The records of the regiments from the southern states and of the United States colored troops are very meager. Among the older cases, most of those in which a record was found have been adjudicated, while in the balance call after call must be made, in most cases, to obtain the testimony necessary to make up for the lack of an official record. By a careful estimate it is believed that in not more than one in six of the claims filed since June 30, 1880, can a record of the disability alleged be found. It is exceedingly difficult to ob-

tain satisfactory parol evidence in support of these claims. Many of the men were obliged, by force of circumstances, to enlist at a distance from home among men who had known nothing of them before, and of whose whereabouts they are now ignorant. The disturbed condition of the southern states for some time after the close of the war is a sufficient explanation of the difficulty of obtaining testimony relating to that time. The obstacles met in endeavoring to obtain evidence in claims on account of service in the colored troops will be appreciated. The examiners, however, seem to have become imbued with the spirit of fairness which characterizes the administration of the office, and give claimants all accessible information which will assist in proving a valid claim, while at the same time they are earnest in their endeavors to see that no name is fraudulently placed upon the pension rolls.

It having become the practice of the office to furnish to claimants the addresses of their commissioned officers, a record is kept in which are entered the names and addresses of officers of the regiments from the Southern States and of the United States colored troops whenever they are known. Examiners have been instructed to make known to the clerk having charge of these records the name and address of any commissioned officer whose name appears in any claim under their charge, and correspondence with officers whose whereabouts were known has elicited the addresses of other officers. A record is also kept in which is entered a brief statement as to the standing of every physician whose credibility has been inquired into in the course of the examination of any claim. All these records, as well as the record of the official character of notaries public and justices of the peace, are kept by one man, to whom examiners are directed to apply by slip for any information likely to be afforded by the records in his charge. The roster of regimental surgeons issued during the year has enabled examiners to acquaint claimants with the whereabouts of their surgeons, and has lightened the work of the office, as well as the applicants, in the adjudication of a large number of claims. The last edition of the "Digest of the Laws, Decisions, Rulings, and Orders," together with the "Treatise on the Practice of the Pension Bureau," which was put into the hands of each examiner in December, has been of great value, placing in convenient form, as it does, the information necessary to a thorough understanding of the work of the office, and securing uniformity of action in the adjudication of claims.

About the middle of December, dockets were placed in the hands of the examiners, in which they have carefully made the necessary entries upon the examination of cases which have been sent to them for consideration. These dockets have been found serviceable in tracing cases, although considerable time is consumed by each examiner in making his entries.

During the year which has passed, I have had the fullest support from every man in the division, and no unpleasant feeling has, as far as I know, existed. The assistant chiefs, Messrs. Burlingham and Davis, have earnestly and efficiently aided me in my endeavor to bring the work up to a high standard. The division is in excellent working order, each man faithfully doing his part and ready to undertake any duty to which he may be assigned. There has been no insubordination, and uniform courtesy has been observed between superiors and subordinates. It has been the intention of the chief, assistant chiefs, and chiefs of section to encourage clerks to so familiarize themselves with the Laws, Decisions, Rulings, and Practice of the Pension Office that they may take independent and intelligent action in the cases which are under their charge. To this end it has been their aim when called upon for instruction not simply to answer the specific question asked, but to refer to the law, decision, ruling, or line of practice applicable, and to put the answer given in such form that it may be applied to questions of a like nature likely to arise. This practice has not in all instances brought about the desired result, as some men are slow to act upon their own judgment, but it will be adhered to, and it is believed that good results will follow.

The individual efficiency reports which have been issued during each month of the year, showing as they do the estimate placed upon the value of each clerk's work as compared with what is considered the highest efficiency, and the announcement that salaries would be graded according to competency, have had a marked influence in stimulating to greater effort. Recommendations for promotion have been made in accordance with these reports, the aim having been to advance those who, by their work, had shown themselves most worthy. A large number of promotions have been made, and it is noticeable that the efforts of clerks to do their work faithfully and conscientiously have not in the least abated after promotion. There are in the division other clerks deserving advancement, and it is hoped that they will soon be promoted. The recommendations for dismissal have been made after the most careful consideration. A clerk whose record was so low that some change seemed necessary was given every opportunity to improve under careful instruction, and it was only when it was satisfactorily shown that he would never make an efficient clerk, and after considering the probability of securing a better man in his place, that recommendation for dismissal was made. The *personnel* of the division is now such that I am certain

that during the coming year there will be a marked improvement in the work of the division.

In compliance with your request for suggestions as to changes in the laws, rulings, or orders, I would suggest that recommendation be made to strike out the last sentence of section 4693 of the Revised Statutes. Such a change in the law would affect a large number of cases in this division, especially those on account of service in the enrolled Missouri militia. These organizations were frequently called into active service, and in many cases filed since 1874, a record of the wound or injury alleged could be secured.

It is also suggested that the proviso in section 2 of the act of March 3, 1879, be so amended that the pension to a person to whom the right accrues upon the death of a person having a prior right may commence from the date of the death of such person having prior right provided application is made within three months from that date. This change would affect the claims of widows and dependent fathers. As the law now stands, it would be necessary to file a claim within a day after the death of the person having prior right in order to have the pension commence from the date of such death.

In handling rejected cases I have noticed that a claimant often appoints a new attorney immediately upon receipt of notice of rejection, without giving the attorney of record time to see what can be done to remove the cause of rejection or to take an appeal to the Secretary. I would therefore suggest that a new order be issued, or "Order 64" be so amended that the office will refuse to recognize an attorney appointed within three months after the date of rejection, where there was an attorney in the case at that date; and as the attorney upon receipt of notice of rejection will often make vigorous efforts to find an officer or surgeon whose testimony would reopen the case, and as it will sometimes take months to secure the affidavits necessary, I would further suggest that a ten-day notice be sent to the old attorney before any correspondence is held with the new appointee. After a silence of one year on the part of an attorney in a rejected case, it would, I think, be proper to recognize a new attorney upon receipt of a power of attorney.

I desire to express my appreciation of the courtesy which I have received at the hands of the Commissioner, Deputy Commissioners, Chief Clerk, and other officers of the Bureau, which has increased my interest in the work and has made me feel free at all times to seek their advice in matters relating to the workings of the division.

Very respectfully,

L. E. DICKEY,
Chief of Southern Division.

Hon. WILLIAM W. DUDLEY,
Commissioner of Pensions.

8.—OLD WAR AND NAVY DIVISION.

DEPARTMENT OF THE INTERIOR, PENSION OFFICE,
Washington, D. C., August 31, 1883.

SIR: In compliance with the instructions contained in the circular issued by you on the 30th ultimo, I have the honor to submit the following report in regard to the force employed and the work performed in this division during the fiscal year which expired June 30, last; also to recommend certain amendments to the laws relating to old War and Navy pensions and bounty-land claims.

Attention is called to the accompanying table marked "A," which shows the number of clerks employed in the division during each month of the year, classified according to employment as "examining claims" and "on miscellaneous work." It will be seen that the average number of clerks employed per month during the year was 55; that the average number of examiners was 30½; and the average number employed on miscellaneous work was 24½. The table does not include the chief and two assistant chiefs of the division, which would raise the general average to 58 per month.

The average of 30½ examiners was distributed as follows, according to character of claims examined by them, viz:

Examining old war original invalid and widows' claims	2
Examining old war increase invalid claims	1
Examining Navy original and increase invalid claims	5
Examining Navy widows' claims	1
Examining bounty land claims	1
Examining Regular Army original and increase invalid claims	13½
Examining Regular Army original widows' claims	4
Examining service pension (War of 1812) claims	3
Total	30½

The force employed in this division on miscellaneous work is a larger percentage of the entire force than in the other adjudicating divisions of the office. This excess of those employed upon work of an almost entirely mechanical nature is due in part to the fact that, with the exception of the late war Regular Army claims, the records of all cases which are considered in this division, as well as the adjudicated files of such cases, are kept in the division, making work for more file-clerks than would otherwise be required, and also making it necessary to employ searchers and record-clerks, which latter classes of clerks are not required in other adjudicating divisions as the searching and recording of their cases is all done in the record division. As the claims adjudicated in this division are largely so dissimilar to those adjudicated in other divisions of the office, and are settled under different laws, the miscellaneous correspondence relating to such claims has all been done here instead of submitting it to the miscellaneous division. This has given work during most of the year to two or three miscellaneous-correspondence clerks.

The entire time of one clerk and a portion of the time of another have been employed in making a new record of old war invalid original claims, of which there was previously no complete record. The clerk who has devoted only a portion of his time to the last-named work has had the most of the remainder of his time taken up with furnishing information of a historical nature, from the Revolutionary and other old claims and records of the office, in answer to inquiries from persons who are engaged in collecting material for histories, genealogies, &c.

A few lady copyists have been employed during the year in making copies of such of the rolls of the Continental army, war of the Revolution, as are on file in this office, and in putting them in such form that a connected history of the organizations of that war can be made.

The miscellaneous force was distributed during the past year, according to nature of work, about as follows, viz:

File-clerks, searchers, and record-clerks, including those engaged in making new records	11
Miscellaneous-correspondence clerks.....	5½
Copyists engaged on the Revolutionary rolls.....	6
Messengers, including one for the doorkeeper of the Thirteenth street building..	2
Total	24½

The clerks of all grades and employments in this division during the entire year, with few exceptions, proved themselves efficient, industrious, and faithful. They responded promptly and cheerfully to any and all calls for renewed exertions or extra work.

In the reduction of the force of the entire office at the close of the year, this division sustained a loss of five men. Those whose services could be best spared were selected for discharge at that time.

The division lost during the entire year, by discharge, 7; by death, 2; by resignation, 2.

Many changes have taken place by transfers to and from other divisions of the office, in which this division has not always been the gainer—in fact, it has been, on the whole, decidedly the loser—but many of the best men taken have been sent to the field as special examiners, which service must necessarily take from all parts of the office some of its best material. Several deserved promotions and a few deserved reductions were made, all of which were recommended upon the records made by the persons promoted or reduced.

Attention is called to the accompanying table, marked "B," which shows the amount of work accomplished by the examiners of the division. The table is so arranged as to indicate the number of each class of cases allowed or disallowed during the entire year, month by month. It will be seen that the whole number of cases finally disposed of was 5,249—equal to 437½ cases per month—and an average of a little more than 14½ cases per month for each examiner.

The following is a further analysis of the cases disposed of, viz:

Original admitted claims, of all classes.....	2,233
Increase admitted claims	629
Total admitted claims	2,862
Original rejected claims, of all classes.....	1,599
Increase rejected claims	788
Total rejected claims	2,387
Aggregate	5,249

The number of claims allowed per month was 238½, or about 8 cases per month for each examiner. While a few of the claims adjudicated in this division are somewhat more easily disposed of than those of other divisions, the most of the claims here are much more difficult to manage than any others in the office.

The total number of cases returned to the division from the Board of Review with charges for errors is 384, equal to 32 per month, or a trifle over one per month for each examiner. This does not include those returned by the Medical Referee, or returned for special examination, as such returns are not charged against the examiners, not being considered as errors.

The examiners of this division have not been given credit for cases briefed and submitted to the special examiners' division or the medical referee until such cases are finally disposed of by the Board of Review. It is understood that in other divisions credit has been given the examiners for all such submissions, which will doubtless make their records appear a little better. It is believed, however, that the giving of such credits encourages examiners to submit cases in that way which have not been worked as fully as they might in the adjudicating division, thus burdening the special examiners' division with more work than it can handle and with claims that ought not to be there.

Among those reported as examiners in this division—average 30½ per month—are included those who have been engaged in miscellaneous correspondence, in adjudicated cases, and in Congressional and other special cases. This remark does not refer to the average of a little over 5 clerks mentioned above as engaged in miscellaneous correspondence. By making proper allowance for this class of work the individual rating of the examiners of the division would be considerably higher than as given above—14.5+ per month for each examiner. So much as to the work accomplished by the examining force of the division.

Owing to the character of the work upon which they are employed it is difficult, in fact almost impossible, to show in any way what has been accomplished by those engaged on miscellaneous duties. The files and records have been kept in good condition and the work has not been allowed at any time to fall in arrears. The examiners have never been retarded by any neglect of, or delay in, the work of the searchers, recorders, and file-clerks, and the records and files have been in such a condition that inquiries in regard to the state of the files, or for information in regard to any individual case, could always be answered with promptness, except in a very few instances where cases have been temporarily lost, as they are at all times liable to be even with the greatest of care, in the references and transfers from one division of the office to another. The number of claims received in the division as new cases or by transfer from other divisions, given hereafter in this report, gives some, though not by any means a clear, idea of the amount of work performed by clerks of the class named.

One record clerk, with some assistance, has made, during this and the latter part of the preceding fiscal year, a new and good record of nearly all the old war invalid claims admitted, rejected, and pending, now on file in the office. No complete record has heretofore existed of this class of cases. It is expected that this record will be completed by the 1st of January, 1884. It has been made from the claims themselves, using, however, such meager information as could be obtained from old records, and it is believed that it will prove accurate and reliable. This record does not include the claims filed on account of service in the war of the Revolution. A complete record of all cases ever filed for Revolutionary service could not now be made for many reasons, but chiefly because very many of the papers in the disallowed cases were formerly returned to the applicants, and no records exist from which satisfactory data can be obtained.

The same clerk, with the same assistance, has heretofore made a complete set of records of all old war, invalid, and widow's admitted cases, which have proved of great service to the division, and have very much simplified the work of the searchers.

The clerk who has assisted in the preparation of said record has also responded to a large number of calls for historical information, and has also returned to the legal representatives of many Revolutionary soldiers original records from bibles and other family mementos, copies of those records being retained in the cases in which the originals were filed. Within the past few years a large number of bibles containing family records, and many documents and other papers of interest to the descendants of the soldiers, and not longer needed by the office, have been returned to the persons shown to be entitled to their possession. There are still quite a number of bibles with family records in the files, for which the proper owners cannot or have not yet been found. In addition to these bibles there are, in the older claims, many leaves from bibles, old samplers covered with family records, and also commissions, warrants, &c., issued to commissioned and non-commissioned officers in the war of the Revolution, as well as many other papers of much historical value. In making the new records of the adjudicated files, memoranda were made of all such papers so that hereafter they can be found without difficulty.

The greater part of the original rolls of the Continental Army, and many orderly books of the war of the Revolution, are on file in this division. Some of the States have laid claim to the rolls, alleging that they were loaned to the General Government after the destruction of the War Department in 1800. Although they have not been able to produce positive proof that said rolls were the property of the States, there can be, in my opinion, little doubt but that the most of them were once in the possession of the authorities of the thirteen original States. These rolls furnish the only evidence in existence of the service on which the majority of the Revolutionary pension claims were allowed; and the office would, by surrendering them to the several States, leave itself without anything to justify its action in said pension claims. For this reason, and for the further reason that some effort ought to be made to preserve these records, now hanging on the single thread of one set of musty rolls already much broken and damaged, an attempt has been made during the past year to copy them. Some of the lady copyists, as heretofore stated, have been employed at this work, and have nearly completed the rolls of the State of New Jersey and of four regiments of Connecticut. The method adopted has been, not to copy each of the successive rolls of the same company, but to consolidate upon one roll all the information contained in the several rolls; so that the entire history of the company, so far as the records of this office will show it, may appear in a compact form upon one roll, and will be ready for publication should Congress adopt the recommendation made by you at the first session of the last Congress and make provision for collecting such material as cannot be found in this office for the purpose of publishing a complete "History of the Military Organizations of the War of the Revolution." Although the larger portion of the Revolutionary rolls are on file in this office, there are quite a number in the archives of the thirteen original States, some in the United States State Department, and some in libraries and elsewhere. The ladies engaged in copying the rolls in this office have made good progress considering the difficulties surrounding the work.

One of the clerks of the division who is classed with those engaged upon miscellaneous work, has been employed for several months of the year at the Capitol collecting from the files of the offices of the Secretary of the Senate and the Clerk of the House of Representatives pension and bounty-land claims which had been obtained from this office by committees of said bodies and never returned. The result of this work was that 158 cases were found in the files of the Senate and 286 in the files of the House, making a total of 444 cases returned to the files of this office, from which they had been absent for periods varying from one to fifty years. Of quite a number of the cases which had been out of the files of this office for a long time, no record whatever appeared here. They seem to have been transmitted to Congress without making any permanent record of them.

The different classes of claims adjudicated in this division have already been mentioned in a general way, but it may not be amiss to describe them a little more fully.

First class.—The old war pension claims, which include all claims by the soldiers or their widows or orphan children, whether for service in the Regular Army, the Volunteers, Sea Fencibles, Rangers, or Militia, who may be entitled to pension under an law passed prior to the 14th of July, 1862, by reason of any service rendered prior to March 4, 1861. Revolutionary claimants are included in this class, but no pension was allowed for a service in that war during the year. The last pension allowed for that war was granted under the special act of March 3, 1879, to the widow of a Revolutionary soldier—not his first wife—the certificate for which was issued in March, 1879, and the rate of pension increased to \$16 per month by another special act dated May 17, 1882.

Second class.—Navy invalid pension claims and claims for pension by the widows and minor children of sailors, whether the service was rendered prior to, during, or subsequent to the late war, and claims by dependent relatives of those who have served since March 4, 1861, as well as service-pension claims under the act of March 2, 1867 (sections 4756 and 4757 Revised Statutes) of such sailors as have rendered 20 years' or 10 years' faithful service, respectively.

Third class.—Claims by soldiers of the Regular Army, or their widows, minor children, or dependent relatives for services rendered during or subsequent to the late war, and under this head are included the volunteers of the late war who were members of the Veteran Reserve Corps, the First Army Corps, or Hancock's Corps, the United States rebel regiments, composed of prisoners from the Confederate army who were enlisted into the United States service; the Mississippi Marine Brigade, the Gunboat Flotilla, the Ram Fleet, general officers, and staff officers of volunteers, provost marshals, and enrolling officers, and, in fact, members of all organizations whose officers were commissioned by the President, except the colored troops which did not belong to the Regular Army.

Fourth class.—The service pension claims of the war of 1812, allowed under the acts of February 14, 1871, and March 9, 1878. Very few of this class are now being allowed

to the soldiers, but their widows are still making application at the rate of about sixty per month.

Fifth class.—Bounty-land claims of every character. Land warrants are allowed by law only for services rendered prior to March 3, 1855, and in a recognized war, and yet there are still being filed from 30 to 35 original claims per month. A much larger number of bounty-land claims are filed each month, but a very large percentage of them prove to be duplicates of claims which have been fully satisfied. To make the necessary searches and determine that they are duplicates costs about one-third as much time and labor as is required to settle the average of these cases.

Attention is invited to Table C, herewith, which shows the condition of the files at the beginning and at the close of the year, and also shows the excess of receipts over the number of cases adjudicated, and *vice versa*, in the several classes of claims. It will be seen that while the division has made a considerable gain on the files in certain classes of cases, the net result is a loss—a somewhat large excess of receipts over disposals, amounting to 665. The excess is chiefly in the following classes, viz. Regular Army increase, Navy, and bounty land claims. The excess in Regular Army increase is due largely to the fact that the cases which have been settled for one disability under Order 82 are, on account of their being now known only by their certificate number, counted in the increase and new disability files. The excesses in the Navy and bounty land files are due in large part to the large number of claims filed during the year; but in these, as well as in all other classes of cases, the inability of the division to keep the pending files from gaining on it is due mainly to the great difficulty in procuring evidence to establish the claims owing to the great length of time intervening since the origin of the disabilities, or the expiration of the service. The applicants file their claims, and then find that they cannot readily and promptly obtain the evidence to corroborate their allegations—a much more extensive correspondence is imposed on the office than in the cases filed at the earlier dates—and the claims of this description are constantly accumulating, and although many of them can probably never be established, so long as the claimants continue their efforts to prove them up, they cannot be disposed of by rejection. The excess of receipts over disposals is not due to any delay or neglect in taking up the claims for consideration, as there has been no time during the year when original claims or new evidence in an old case has not been promptly acted upon, with the few exceptions where cases or evidence have been temporarily lost or mislaid, and in the bounty-land claims, which it has been impossible at all times to act upon promptly.

It will be seen by reference to Table B herewith that nearly 30,000 letters and 50,000 circulars have been prepared and sent out from this division.

In regard to changes in the laws, rulings, and practice, I have the honor to recommend the following as amendments to, or re-enactments of, laws relating to the classes of claims which are adjudicated in this division. They are, with one exception, the same recommendations that were made by me a year ago, and some of them were so far acted upon as to have bills drawn and presented to Congress, where they were referred to the proper committee and printed.

(1) A revision of all laws relating to bounty-land claims. See copy herewith, marked "D," of bill introduced in last Congress.

(2) A re-enactment of certain provisions of laws relating to old war pensions, which are not embraced in the Revised Statutes. See copy herewith, marked "E," of bill introduced in last Congress.

(3) A re-enactment of certain provisions of old pension laws known as "military establishment" and "peace establishment" acts, not embraced in the Revised Statutes. See copy herewith, marked "F," of bill introduced in last Congress.

(4) An amendment of the act of June 9, 1880, to put the officers of the Army, or their widows or minor children, on an equal footing with the officers of the Navy. See copy herewith, marked "G," of bill introduced in last Congress.

Although these bills were introduced, none of them were passed, probably because of inability to get them again before the House owing to the great press of other business.

The former recommendations relating to the matters treated of in said bills will be found on pages 9 and 10 of the report of the Commissioner of Pensions for 1882. The other recommendations made from this division last year, if presented to Congress in the form of bills, were not printed or acted upon in any way. They were:

(1) In relation to the "commencement of old war pensions," viz, to provide for their commencement from the date of filing the claim, instead of from the date of filing the last essential evidence. See Commissioner's Report of 1882, page 13.

(2) An amendment to the act of March 3, 1877, to put the ex-Confederates, who were enlisted into the United States Navy while prisoners of war, on an equal footing with persons of the same class who rendered a subsequent service in the United States Army on the question of loyalty. See Commissioner's Report of 1882, page 18, "Removal of disabilities of naval ex-Confederates."

(3) An amendment to the arrears act of March 3, 1879, to change the limitation fixed in said act in regard to the date of filing applications, in so far as it applies to claims made by officers, soldiers, or sailors of the Regular Army or Navy, or by the widows or dependent relatives of the officers, soldiers, or sailors of the Regular Army, Navy, or Volunteers, whose right to pension did not accrue until subsequent to June 30, 1880, because the officer, soldier, or sailor was not discharged from service or did not die until after that date. See Commissioner's Report for 1882, page 18, "Extending the benefits of arrears act to certain Regular Army and Navy cases."

(4) An amendment to the act of June 16, 1880, to extend its benefits to such pensioners or applicants for pension as have since that date, or may hereafter, become utterly helpless. See Commissioner's Report for 1882, page 18, "Extending the benefits of the act of June 16, 1880."

(5) Amendments to paragraphs second and third of section 4693, Revised Statutes, to define more clearly what is meant by the term "war vessel," and to extend the benefits of the general pension laws to scouts and certain other quartermaster's employes. See Commissioner's Report for 1882, page 11, "Late war pensions."

(6) An amendment to section 4694, Revised Statutes, to define more clearly what is included under the term "at some post," viz, whether a military post includes an entire city and its suburbs, as in the case of Washington, D. C. See Commissioner's Report for 1882, page 11, "General service enlistments."

(7) The following proposed amendment was not recommended last year, viz: To amend section 4724, Revised Statutes by striking out in the second line the words "in the service," so that the section will read, "If any person referred to in the preceding section has died of injury received or disease contracted under the conditions therein stated," &c. This change will extend the benefits of said section to the widow and minor children of such sailors as may have died, or may hereafter die, *out of the service*, by reason of injury or wound received or disease contracted in service and line of duty. The laws and practice of the office have always denied a pension to the widow and minor children of a sailor who died out of the service, but there seems to be no good reason why the heirs of the sailor should not be put upon an equality in this respect with the heirs of a soldier.

Very respectfully,

WM. H. WEBSTER,
Chief Old War and Navy Division.

Hon. W. W. DUDLEY,
Commissioner of Pensions.

A.

Clerical force of Old War and Navy Division for fiscal year ending June 30, 1883.

Date.	Examining claims.	On mis- cellaneous work.	Total.
1882.			
July	24	17	41
August	24	19	43
September	33	23	56
October	31	25	56
November.....	30	26	56
December.....	30	26	56
1883.			
January	32	28	60
February	34	31	65
March.....	30	28	58
April	32	24	56
May.....	32	25	57
June	31	25	56
Monthly average.....	30½	24½	55

B.

Claims adjudicated in Old War and Navy Division during the fiscal year ending June 30, 1883.

Month.	Regular Army.						Old War.					
	Admitted.			Rejected.			Admitted.			Rejected.		
	Invalid.	Widow.	Increase.	Invalid.	Widow.	Increase.	Invalid.	Widow.	Increase.	Invalid.	Widow.	Increase.
1882.												
July	28	9	21	17	7	24	3	2	6	12	1	12
August	52	7	18	12	1	24	11	1	8	33	6	8
September	63	17	29	48	14	40	9	5	9	19	1	4
October	40	6	36	14	2	56	.....	1	2	1	.....	9
November	44	21	16	28	7	37	3	2	9	48	4	11
December	89	16	55	44	10	51	7	1	17	46	9	20
1883.												
January	66	10	12	54	7	26	2	3	4	28	10	10
February	45	10	28	39	8	51	2	2	3	15	1	.....
March	77	17	31	44	10	79	11	2	14	28	17	24
April	82	23	36	63	8	39	9	2	8	52	3	6
May	64	22	28	18	22	42	8	2	17	56	14	3
June	119	31	47	32	19	60	5	3	20	52	13	5
Total	769	189	357	413	115	532	70	26	117	390	79	112

Month.	Navy.						1812.				Bounty land.				Total.
	Admitted.			Rejected.			Admitted.		Rejected.		Admitted.		Rejected.		
	Invalid.	Widow.	Increase.	Invalid.	Widow.	Increase.	Survivors.	Widows.	Survivors.	Widows.	Original.	Duplicate.	Original.	Duplicate.	
1882.															
July.....	2	2	13	4	1	17	1	28	3	7	2	.....	4	.....	226
August.....	6	9	5	1	1	1	2	62	3	13	.....	.....	17	.....	301
September.....	12	8	3	14	10	2	3	80	3	12	3	.....	8	.....	411
October.....	8	2	1	4	.....	9	.....	12	1	4	.....	.....	6	.....	217
November.....	8	3	7	7	1	9	.....	37	5	17	1	.....	24	.....	349
December.....	25	6	25	10	2	15	1	69	13	20	3	.....	16	.....	570
1883.															
January.....	9	9	13	12	6	10	3	49	4	28	2	1	13	.....	391
February.....	9	7	9	17	1	11	.....	81	9	10	3	3	3	2	369
March.....	33	9	24	22	12	33	5	91	13	43	6	.....	7	.....	652
April.....	25	9	17	20	8	10	2	90	2	9	7	.....	9	1	540
May.....	26	14	16	27	9	4	..	96	3	15	7	.....	8	.....	521
June.....	34	13	17	24	7	20	3	137	2	22	5	1	11	.....	702
Total.....	197	91	150	162	58	141	20	832	61	200	39	5	121	3	5,249

Letters written 29,351
Circulars sent..... 49,245

C.—Table showing state of files of Old War and Navy Division at beginning and at close of the fiscal year and the net loss or gain during the year.

Class.	July 1, 1882.	June 30, 1883.	Increase in number of claims.	Decrease in number of claims.
Regular Army:				
Invalid, original	4, 092	4, 012	.....	60
Invalid, increase	533	828	295	.....
Widows, original	1, 400	1, 458	58	.....
Widows, increase	9	7	.....	2
Total	6, 034	6, 305	353	82
Old War:				
Invalid, original	1, 636	1, 493	.....	143
Invalid, increase	320	272	.....	48
Widows, original	241	277	36	.....
Widows, increase	1	.....	.....	1
Total	2, 198	2, 042	36	192
Navy:				
Invalid, original	2, 133	2, 532	399	.....
Invalid, increase	180	252	72	.....
Widows, original	552	633	81	.....
Widows, increase .....	.....	.....	.....	.....
Total	2, 865	3, 417	552	.....
War of 1812:				
Survivors	111	104	.....	7
Widows	1, 125	895	.....	230
Total	1, 236	999	.....	237
Bounty land:				
Original	2, 264	2, 420	155	.....
Duplicate	8	78	70	.....
Total	2, 272	2, 507	235	.....
Aggregate	14, 605	15, 270	1, 176	511

D.

FORTY-SEVENTH CONGRESS, SECOND SESSION.

H. R. 7437.

IN THE HOUSE OF REPRESENTATIVES, JANUARY 29, 1883.

Read twice, referred to the Select Committee on the Payment of Pensions, Bounty, and Back Pay, and ordered to be printed.

Mr. JOYCE introduced the following bill:

A BILL to amend chapter ten, title thirty-two, bounty lands, Revised Statutes of the United States.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That each of the surviving persons specified in the classes enumerated in the following section, who served for a period of not less than fourteen days, and were at the seat of war (in any war officially recognized as such by the War Department), in which the United States was engaged subsequent to the fourth day of July, seventeen hundred and seventy-six, and prior to the third of March, eighteen hundred and fifty-five, and who was honorably discharged, shall be entitled to receive a warrant from the Department of the Interior for one hundred and sixty acres of land; and when any person so entitled has, prior to the third day of March, eighteen hundred and fifty-five, received a warrant for any number of acres less than one hundred and sixty, he shall be allowed a warrant for such quantity of land only as will make, in all, with what he may have received prior to that date, one hundred and sixty acres: *Provided,* That the Secretary of War shall, at the request of the Secretary of the Interior, in any given class of cases, determine the

question of the existence of a state of war, and the period of duration and territorial limits thereof.

SEC. 2. The classes of persons embraced as beneficiaries under the preceding section are as follows, namely:

First. Officers and enlisted men, whether of the regulars, volunteers, rangers, or militia, who were regularly mustered into the service of the United States, or of the State troops of any State or Territory called into military service, and whose services have been paid for by the United States.

Second. Officers, enlisted men, clerks, and flotilla-men in the United States regular or volunteer Navy or the Marine Corps, serving on board ships or on land.

Third. Officers, petty officers, clerks, and crews of United States revenue cutters, acting under orders of the President, in co-operation with the Army or Navy.

Fourth. Chaplains, acting or contract surgeons, paymasters' clerks, and artificers and laborers of the Ordnance Corps, who served with the Army.

Fifth. Wagon-masters, teamsters, packhorsemen, and surfmen employed under the directions of competent authority.

Sixth. Volunteers who served with the armed forces of the United States, subject to military or naval orders, whether regularly mustered into the service of the United States or not.

SEC. 3. That the following classes of persons are included as beneficiaries under the first section of this act upon a service of less than fourteen days, namely:

First. Any of the classes of persons mentioned in section two who have been actually engaged in battle in any of the wars in which this country was engaged between the fourth day of July, seventeen hundred and seventy-six, and the third day of March, eighteen hundred and fifty-five: *Provided*, That no action shall be held to have been a battle within the meaning of this act, except where there was an actual conflict of arms between a regularly organized force of the United States and a similar force of the enemy.

Second. Any of the classes of persons mentioned in section two of this act who enlisted for a period of not less than fourteen days, but were sooner discharged on account of wounds or injuries received or sickness incurred in such service.

Third. Those volunteers who served at the invasion of Plattsburgh in September, eighteen hundred and fourteen.

Fourth. The volunteers who served at the battle of King's Mountain, in the Revolutionary War, in October, seventeen hundred and eighty.

Fifth. The volunteers who served at the battle of Nickojack, in September, seventeen hundred and ninety-four, against the confederate savages of the south.

Sixth. The volunteers who served at the attack on Lewistown, in Delaware, by the British fleet, in the war of eighteen hundred and twelve, in the spring of eighteen hundred and thirteen.

SEC. 4. That the following classes of persons are included as beneficiaries under the provisions of the foregoing sections of the act, whether they served during a period of war or not, namely:

First. The militia, volunteers, or State troops of any State or Territory called into military service, and whose services have been paid for by the United States.

Second. Any officer or enlisted man of the Regular Army who was immediately (and not with a co-operating column simply) engaged in battle with Indians.

Third. Recruits for the Regular Army, and volunteers who were enlisted specifically for service in war, and discharged by competent authority, but not by their own procurement or that of friends, without being taken to the seat of war.

SEC. 5. That in the event of the death of any person who would be entitled to a warrant, as provided in the preceding sections of this act, and before the issuing of the same to him, said warrant shall issue in favor and inure to the benefit of his family or relatives, according to the following rules, namely:

First. To the widow, whose right shall not be impaired by a subsequent marriage, if she be a widow at the time of filing her application in the Pension Office, and if there is not surviving, at the time of filing said application, any minor child of the soldier who would be entitled to the warrant.

Second. To the minor child or children, in case the soldier left no widow, or in the event of her death or remarriage prior to the issuing of the warrant: *Provided*, That persons under the age of twenty-one years on the third day of March, eighteen hundred and fifty-five, shall be held to be minors within the intent of this act.

Third. To the father, in case the soldier left no widow or minor child, or in the event of their death before the issuing of the warrant.

Fourth. To the mother, in case the soldier left no widow, minor child, or father, or in the event of their death before the issuing of the warrant.

Fifth. To the brothers and sisters, in case the soldier left none of the relatives mentioned in the preceding paragraphs of this section, or in the event of their death before the issuing of the warrant.

SEC. 6. That in the event of the death of a soldier while in the service, from wound

or injury received or disease contracted in the service, before the completion of fourteen days' service, a warrant for one hundred and sixty acres of land may issue to such one of his relatives as may be entitled under the provisions of the last preceding section.

SEC. 7. That the provisions of this act shall be extended to Indians in the same manner and to the same extent as to white persons.

SEC. 8. That the period during which any officer or soldier remained in captivity with the enemy shall be estimated and added to the period of his actual service, and the person so retained in captivity shall receive land under the provisions of this act in the same manner that he would be entitled in case he had entered the service for the whole term made up by the addition of the time of his captivity and had served during such term.

SEC. 9. That when any company, battalion, or regiment, in an organized form, march twenty miles or more to the place of muster into the United States service, or from the place of discharge to the place of organization, in computing the length of service of the members of such company, battalion, or regiment there shall be allowed one day for each and every twenty miles so marched: *Provided*, That such march was in obedience to the command or direction of the President, or some general officer of the United States commanding an army or department, or the chief executive officer of the State or Territory by which such company, battalion, or regiment was called into service.

SEC. 10. That where no record evidence of the service for which a warrant is claimed exists, parol evidence may be received to prove the service performed, under such regulations as the Commissioner of Pensions may prescribe: *Provided*, That parol evidence shall not be accepted to prove the service performed in any organization of the existence and service of which organization there is not a record.

SEC. 11. That where a land-warrant or pension certificate has been issued to any officer or soldier, or to the heirs of any officer or soldier, the evidence upon any material point, such as service of the soldier, his marriage, births of his children, and so forth, upon which such warrant or pension certificate was issued, shall be received to establish any similar material point in a claim for a land-warrant subsequently filed by said officer or soldier, or by his heirs: *Provided*, That if upon review of such evidence the Commissioner of Pensions is not satisfied that such land-warrant or pension certificate was properly granted, he may require additional evidence upon any one or upon all the points raised in the case.

SEC. 12. That the legal representatives of a deceased claimant for a bounty land-warrant, whose claim was filed prior to his death, may file the proofs necessary to perfect such claim: *Provided*, That if there shall be surviving any person in whom the title would vest under section five of this act, the provisions of said section five shall govern, and the title to the warrant shall follow the order of succession indicated in that section.

SEC. 13. That when any land-warrant has been, or shall hereafter be, issued subsequent to the death of the claimant, the title to such warrant shall vest in his widow, if there be one, and if there be no widow, then in the heirs or legatees of the claimant; and all military-bounty land-warrants issued pursuant to law shall be treated as personal chattels, and may be conveyed by assignment to the widow, heirs, or legatees, or by the legal representatives of the deceased claimant, for the use of such heirs or legatees only.

SEC. 14. That only one warrant of one hundred and sixty acres shall issue on account of the services of any one of the persons named in this act, notwithstanding the fact that he may have served more than one enlistment or tour of duty, except in the following cases, which, in other respects, shall be governed by the provisions of the preceding sections of this act, namely:

First. In case a warrant has previously issued for other services, a second warrant for one hundred and sixty acres may issue for the services of a soldier of the Regular Army who enlisted for the war of eighteen hundred and twelve subsequent to the twenty-fourth day of December, eighteen hundred and eleven.

Second. And, under similar circumstances, a second warrant for one hundred and sixty acres may issue for the services of a soldier who enlisted subsequent to the eleventh day of February, eighteen hundred and forty seven, for service in the Mexican war.

Third. Two warrants for one hundred and sixty acres each may issue for the services of a soldier of the Regular Army who enlisted subsequent to the tenth day of December, eighteen hundred and fourteen, for service in the war of eighteen hundred and twelve with Great Britain.

SEC. 15. That whenever proofs are filed in the General Land Office, to the satisfaction of the Commissioner thereof, that any certificate or warrant, issued in pursuance of any law granting bounty-land, has been lost or destroyed, whether the same has been sold or assigned by the warrantee or not, the Commissioner of Pensions shall issue and deliver to the Commissioner of the General Land Office, upon

his certificate that such proofs have been filed in his office, a substantial duplicate of said original certificate or warrant; which duplicate certificate or warrant may be assigned, located, and patented in like manner as other certificates or warrants for bounty-land are now authorized by law to be assigned, located, and patented; and in all cases where warrants have been, or may be reissued the original warrant, in whosever hands it may be, shall be deemed and held to be null and void, and the assignment thereof, if any there be, fraudulent; and no patent shall ever issue for any land located therewith, unless such presumption of fraud in the assignment be removed by due proof that the same was executed by the warrantee in good faith and for a valuable consideration.

SEC. 16. That the Secretary of the Interior is required to prescribe such regulations for carrying the preceding section into effect as he may deem necessary and proper, in order to protect the Government against imposition and fraud by persons claiming the benefits thereof; and all laws and parts of laws for the punishment of frauds against the United States are made applicable to frauds under that section.

SEC. 17. That all sales, mortgages, letters of attorney, or other instruments of writing going to affect the title or claim to any warrant issued, or to be issued, or any land granted under the preceding provisions of this chapter, made or executed prior to the issue of such warrant, shall be null and void to all intents and purposes whatsoever; nor shall such warrant, or the land obtained thereby, be in anywise affected by, or charged with, or subject to, the payment of any debt or claim incurred by any officer or soldier prior to the issuing of the patent.

SEC. 18. That it shall be the duty of the Commissioner of the General Land Office, under such regulations as may be prescribed by the Secretary of the Interior, to cause to be located, free of expense, any warrant which the holder may transmit to the General Land Office for that purpose, in such State or land district as the holder or warrantee may designate, and upon good farming land, so far as the same can be ascertained from the maps, plats, and field-notes of the surveyor, or from any other information in the possession of the local office, and, upon the location being made, the Secretary shall cause a patent to be transmitted to such warrantee or holder.

SEC. 19. That all warrants for military-bounty lands, which have been or may hereafter be issued under law of the United States, and all valid locations of the same which have been or may hereafter be made, are declared to be assignable by deed or instrument of writing made and executed according to such form, and pursuant to such regulations as may be prescribed by the Commissioner of the General Land Office, so as to vest the assignee with all the rights of the original owner of the warrant or location.

SEC. 20. That the warrants which have been, or may hereafter be, issued in pursuance of law, may be located according to the legal subdivisions of the public lands in one body upon any lands in the United States subject to private entry at the time of such location, at the minimum price. When such warrant is located on lands which are subject to entry at a greater minimum than one dollar and twenty-five cents per acre, the locator shall pay to the United States in cash the difference between the value of such warrants at one dollar and twenty-five cents per acre and the tract of land located on. But where such tract is rated at one dollar and twenty-five cents per acre, and does not exceed the area specified in the warrant, it must be taken in full satisfaction thereof.

SEC. 21. That in all cases of warrants for bounty-lands, issued by virtue of an act approved July twenty-seventh, eighteen hundred and forty-two, and of two acts approved January twenty-seventh, eighteen hundred and thirty-five, therein and thereby revised, and of two acts of the same intent, respectively, approved June twenty-sixth, eighteen hundred and forty-eight, and February eighth, eighteen hundred and fifty-four, for military services in the Revolutionary War, or in the war of eighteen hundred and twelve with Great Britain, which remained unsatisfied on the second day of July, eighteen hundred and sixty-four, it is lawful for the person in whose name such warrant is issued, his heirs and legal representatives, to enter, in quarter sections, at the proper local land office, in any of the States or Territories, the quantity of the public lands subject to private entry which he is entitled to under such warrant.

SEC. 22. That all warrants for bounty-lands referred to in the preceding section may be located at any time in conformity with the general laws in force at the time of such location.

SEC. 23. That when a soldier of the Regular Army who has obtained a military land-warrant loses the same, or such warrant is destroyed by accident, he shall, upon proof thereof to the satisfaction of the Secretary of the Interior, be entitled to a patent in like manner as if the warrant was produced.

SEC. 24. That in all cases where an officer or soldier of the Revolutionary War, or a soldier of the war of eighteen hundred and twelve was entitled to bounty-land has died before obtaining a patent for the land, and where application is made by a part only of the heirs of such deceased officer or soldier for such bounty-land, it shall be

the duty of the Secretary of the Interior to issue the patent in the name of the heirs of such deceased officer or soldier, without specifying each; and the patent so issued in the name of the heirs generally shall inure to the benefit of the whole, in such portions as they are severally entitled to by the laws of descent in the State or Territory where the officer or soldier belonged at the time of his death.

SEC. 25. That where an actual settler on the public lands has sought, or hereafter attempts to locate, the land settled on and improved by him with a military-bounty land-warrant, and where, from any cause, an error has occurred in making such location, he is authorized to relinquish the land so erroneously located, and to locate such warrant upon the land so settled upon and improved by him, if the same then be vacant, and if not, upon any other vacant land, on making proof of those facts to the satisfaction of the land officers, according to such rules and regulations as may be prescribed by the Commissioner of the General Land-Office, and subject to his final adjudication.

SEC. 26. That chapter ten, title bounty-land, of the Revised Statutes of the United States, and all other acts or parts of acts inconsistent with this act are hereby repealed; but this repeal shall not affect any right accruing or accrued, and such rights under existing laws shall continue and may be enforced in the same manner as if said repeal had not been made: *Provided further*, That all applications on file and accepted by the Pension Office as satisfactory under existing laws shall be accepted as good applications under this act; but all applications for bounty-land hereafter filed, shall conform, as respects the manner of execution, to the provisions made for applications for pension in section forty-seven hundred and fourteen of the Revised Statutes.

E.

FORTY-SEVENTH CONGRESS, SECOND SESSION.

H. R. 7400.

IN THE HOUSE OF REPRESENTATIVES, JANUARY 29, 1883.

Read twice, referred to the Committee on Pensions, and ordered to be printed.

Mr. BROWNE introduced the following bill:

A BILL to amend the pension laws and to re-enact certain provisions of laws relating to old wars which are not embraced in the Revised Statutes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That any officer, non-commissioned officer, musician, or private of the Regular Army, or of the militia, volunteers, rangers, or sea-fencibles who were received into the service of the United States, disabled by reason of wound or injury received or disease contracted in line of duty, in actual service, in the war of eighteen hundred and twelve with Great Britain, or any of the Indian wars in which the United States was engaged subsequent to seventeen hundred and ninety and prior to the fifth day of March, eighteen hundred and sixty-one, or in marching to or returning from such service with the organization in which he served, and who received an honorable discharge, shall be entitled to a pension proportionate to his disability, and not exceeding, for total disability, half the pay of his rank at the date he received such wound or injury or contracted such disease; but no such pension shall exceed half the pay of a lieutenant-colonel. But the rate of pension prescribed by this act shall be varied from and after the twenty-fifth day of July, eighteen hundred and sixty-six, in accordance with the provisions of section forty-seven hundred and twelve of the Revised Statutes. All pensions provided for by this act shall be subject to the provisions and limitations of section forty-seven hundred and thirteen of the Revised Statutes, and any amendments thereto.

SEC. 2. That the Secretary of War shall, at the request of the Secretary of the Interior, in any given class of cases arising under this act, determine the question of the existence of a state of war, and the period of duration and territorial limits thereof.

SEC. 3. That sections sixteen hundred and thirty-nine and sixteen hundred and fifty-seven of the Revised Statutes, and any laws or parts of laws inconsistent with this act, are hereby repealed.

F.

FORTY-SEVENTH CONGRESS, SECOND SESSION.

H. R. 7398.

IN THE HOUSE OF REPRESENTATIVES, JANUARY 29, 1883.

Read twice, referred to the Select Committee on the Payment of Pensions, Bounty, and Back Pay, and ordered to be printed.

Mr. BROWNE introduced the following bill:

A BILL to re-enact certain provisions of old pension laws, known as military establishment and peace establishment acts, not embraced in the Revised Statutes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That any officer, non-commissioned officer, musician, or private of the Regular Army on the peace establishment, disabled subsequent to seventeen hundred and ninety and prior to the fifth day of March, eighteen hundred and sixty-one, by reason of wound or injury received or disease contracted in line of duty, while actually in the field or on the march, or at some post, fort, or garrison, or en route, by direction of competent authority, to some post, fort, or garrison, and who has been honorably discharged, shall be entitled to a pension proportionate to his disability, and not exceeding, for total disability, half the pay of his rank at the date he received such wound or injury or contracted such disease.

SEC. 2. That if any one of the commissioned officers mentioned in the preceding section shall, while in the service of the United States, die by reason of any wound received in actual service and leave a widow, or if no widow, a child or children under sixteen years of age, such widow, or if no widow, such child or children, shall be entitled to and receive half the monthly pay to which the deceased was entitled at the time of his death. Upon the death or remarriage of any such widow her pension shall cease, and the title shall then vest in the minor child or children of the soldier under sixteen years of age.

SEC. 3. That no pension provided for by this act shall exceed half the pay of a lieutenant-colonel. But the rate of pension prescribed by this act shall be varied from and after the twenty-fifth day of July, eighteen hundred and sixty-six, in accordance with the provisions of section forty-seven hundred and twelve of the Revised Statutes. All pensions provided for by this act shall be subject to the provisions and limitations of section forty-seven hundred and thirteen of the Revised Statutes.

SEC. 4. That section sixteen hundred and fifty-six of the Revised Statutes, and all acts and parts of acts inconsistent with this act, are hereby repealed.

G.

FORTY-SEVENTH CONGRESS, SECOND SESSION.

H. R. 7399.

IN THE HOUSE OF REPRESENTATIVES, JANUARY 29, 1883.

Read twice, referred to the Committee on Invalid Pensions, and ordered to be printed.

Mr. BROWNE introduced the following bill:

A BILL to amend the act approved June ninth, eighteen hundred and eighty, entitled "An act to restore pensions in certain cases."

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the act approved on the ninth day of June, eighteen hundred and eighty, entitled "An act to restore pensions in certain cases," be amended by inserting after the words "officers of the Navy or their widows or minor children" the words: "and the commissioned officers of the Army or their widows or minor children."

9.—MISCELLANEOUS DIVISION.

DEPARTMENT OF THE INTERIOR, PENSION OFFICE,
Washington, D. C., August 23, 1883.

SIR: In response to your request of July 30 last, for an annual report of the work of the Miscellaneous Division for the fiscal year ending June 30, 1883, &c., I have the honor to state that the work performed by this division is of such a character that it is almost impossible to keep proper data from which a full report can be made.

The work is classed as follows:

- Correspondence in adjudicated claims.
- Re-reviewing claims to determine questions as to proper rating, commencement, and termination of pension.
- Recognition of attorneys and allowance of fees.
- Submission of cases to Congress for special legislation.
- Responses to calls of officers of the Government and courts for copies of evidence.
- Furnishing blanks, &c., upon calls of parties desiring to apply for pension.
- Responses to parties seeking information as to title to pension, &c.
- Miscellaneous correspondence relating to all topics; and since April 4, 1883, matters touching the actions of attorneys, notaries public, justices of the peace, and the appointment of pension notaries; also special work directed by the honorable Commissioner and the honorable deputy commissioners.

During the first eight months the entire force of the division consisted of 12 persons; subsequently an additional force, including those employed on the attorneys' desk, of 9 persons, was assigned to duty.

The amount of work performed by this division during the last fiscal year, as near as the data at my disposal show, may be classed as follows:

Congressional letters written	4,480
Ordinary letters in cases.....	62,400
Blanks sent out	15,600
Miscellaneous letters written	26,300
Claims submitted to Congress	23
Responses to Second Auditor for evidence	663
Responses to courts for copies of evidence	45

A statement of the work performed by the attorneys' desk, from April 4, 1883, to the close of the fiscal year, has been furnished the Special Examination Division, from which it was transferred on the date last named, and will be included in the report of that division.

During several months of the year part of the force was engaged at work outside of the division. With your consent I was employed as a clerk to the Committee on Invalid Pensions, House of Representatives, during the two sessions of the Forty-seventh Congress, and on the 10th of April last, in pursuance to your instructions, I left for the Indian Territory, together with Mr. Benjamin, also of this division, to examine certain Indian pension claims, and remained there until after the close of the fiscal year. A statement of the work performed by us in the Territory will form the subject of a separate report, which I shall submit to you at an early date.

Regarding the force under my charge, it can be truly said that for punctuality, industry, and efficiency it is the equal of any of the other divisions. The work assigned to this division is so varied in character that a thorough knowledge of all the pension laws, the rules and decisions bearing on the same, as well as of the unwritten laws or practices, and the general routine of the business of the office, is essential to a satisfactory disposal of the same. Notwithstanding the general efficiency of the present force, I doubt whether it will be sufficient to dispose of the constantly increasing work of the division by reason of the more rapid adjudication of original claims.

I have been engaged so much during the past year on business outside of this division that I have had but little time to give the question of desired and needed changes in, or modifications of, the pension laws much thought, and therefore am not prepared to make any suggestions in reference thereto which might be of value in the preparation of your forthcoming recommendations to Congress, but sincerely hope that that body may be induced to cause a general revision and consolidation of the pension laws to be made, so as to simplify the work of this office, and at the same time place the rates of pensions on a more equitable basis.

I have the honor to remain your obedient servant,

A. VANGEUDER,
Chief Miscellaneous Division.

Hon. W. W. DUDLEY,
Commissioner of Pensions.

10.—AGENTS' DIVISION.

DEPARTMENT OF THE INTERIOR,
Pension Office, October 1, 1883.

SIR: In compliance with your request, I have the honor to submit herewith a report showing the operations of this division for the fiscal year ending June 30, 1883.

This division is charged with the disbursement of all pension funds, and with all correspondence with the several agents for paying pensions and accounting officers of the Treasury in reference to official action of this office.

The action of the office as taken in this division is somewhat exceptional when compared with that of other divisions of the office, the correspondence with and instructions to the pension agents representing more nearly the individual action of the Commissioner. A majority of the questions presented for determination are isolated to the case in question. They seldom arise in any case until after its settlement. They relate with such particularity to the case in which they are presented that it is impracticable to formulate rules which shall sufficiently govern in other cases. In fact, the voluminous decisions and rulings applicable to the general practice of the office have been adapted to the pension case before it is allowed, and are rarely pertinent to it after allowance. They may be likened more nearly to questions which must be decided in accordance with the spirit and intention of the pension laws, rather than by any language in them directory.

The determination of these varied questions necessitates a constant familiarity with the Commissioner's policy of action, that there should be no conflict between this and other divisions of the office.

There have been received through the mail division of the office for this division during the year 22,723 letters, applications, reports, &c.

The force of the division at the commencement of the year consisted of—

Chief of division	1
Clerks	5
Copyists	4
Messenger	1

And at the close of the year it consisted of—

Chief of division	1
Assistant chiefs	2
Clerks	7
Copyists	3
Messengers	2

The claims for arrears of pension to those who were in receipt of pension at the time of the passage of the arrears act (January 25, 1879), and under its provisions entitled to receive pension from discharge in the case of a soldier, and from death in case of dependents, are still settled in this division. At this late day they constitute a small class of the cases. During the year, however, there were of this class 149 claims allowed, and the amount due was \$65,406.10.

The act of March 3, 1883, provided increase of pension to a considerable number, as a class, confined, however, to those who were then in receipt of \$15 and \$24 per month, granting the increase to \$24 and \$30 per month, respectively.

The work of settlement of this class of claims you assigned to this division, that the several adjudicating divisions of the office might be relieved from this labor so as to devote their time to the settlement of other cases, and that at the same time these new increase cases might be settled as speedily as possible.

The result must be regarded as very gratifying, as every application received in the office up to and including the last day of the year received such action as could be given it; that is to say, all which were admissible were admitted; those not entitled were rejected, and those involving doubt had the necessary steps taken to secure medical examination preliminary to their settlement. In brief, the following shows the details of the work:

Number of applications received	15,986.
Number of claims admitted	13,004.
Number of claims rejected	1,110.
Number awaiting report of medical examination	1,455.
On file for reduction of rate	409.

In the 13,004 claims admitted a proper credit should be given the Western Division of the office, and this number should be included in the settlement for the year of that division, inasmuch as all of these cases were briefed in that division.

A resolution of the Senate, dated December 8, 1882, called for a list, by name, of all pensioners on the roll, the disability or cause for which pensioned, the date of original allowance, the annual rate, and the post-office address of each pensioner.

This necessitated the preparation of suitable slips, properly printed, to enable the several pension agents to supply the information called for. It was not until the early part of January following that these slips could be placed in the hands of the pension agents for the commencement of the work. This was at a season when the duties of their agencies kept them very busy. With commendable zeal they accomplished their part of the work as speedily as possible, but it was not until early in February that the compilation of this work could be pushed, and with the arrangement of the 300,000 slips according to post-office address, and the preparation of large sheets to which to transfer the names, the work was pushed forward with such dispatch that on the 28th of February you were able to transmit the report, properly arranged for the Public Printer, to the Secretary of the Interior. The completion of this work with an additional force of temporary clerks you assigned to this division. It was to be regretted, however, that the care and attention which is usually given matters from this office could not have been bestowed upon this; but the time was limited to the term of the then pending Congress, so that in a three week's period the work was completed to which as many months should have been devoted.

At no time during the year has there been a period when some of the force of the division has not been engaged in collating data from pension cases, either to furnish information called for by Congress or for use in your annual report. Duties devolving upon myself, other than that strictly pertaining to my division, have not been infrequent, as you are aware. That my services, or that of the division, in these directions are desired by the Commissioner are a sufficient commendation of his confidence and appreciation, and make such labor as may be incidental to it a pleasure rather than a task.

In conclusion, I wish to add a few suggestions for your consideration as to the necessity for remedial legislation in behalf of pension agents.

It has happened that the false personation of a pensioner, sometimes through a series of years, has led the government, through the pension agent, to pay the pension improperly. The vouchers upon which their payments may have been made are found to be executed in the manner and form required by law.

Again, an overpayment of pension may be made to a pensioner, either through error on the part of the agent or upon misinformation given him by this office. The Government may reimburse itself out of such pension as may accrue in the future. That a proper credit may be given the pension agent, the recovery of the overpayment is met by the pensioner executing a voucher as each quarter's pension accrues.

Sometimes the amount to be recovered is considerable. As it will be some time before the pensioner can receive anything he may be indifferent about signing a voucher, or may refuse or die without executing the same. Such amount as may be due should go to the credit of the overpayment, but cannot.

The manner of paying a pension is so specifically set forth in the statute that when a payment is made in accordance therewith the agent should be relieved from personal liability.

Many cases of this kind are of record in which there may be a failure to get a settlement of an agent's account under his bond, and which the Government could not and would not regard as a proper claim against the agent.

My remedy for this would be that Congress should authorize the appointment of a commission, consisting of the two accounting officers of the Treasury and the Commissioner of Pensions, with full power to decide and determine the responsibility of the pension agents in any matter of apparent erroneous payment or overpayment of pension, their decision to be final so far as the auditing of accounts of the pension agents are concerned.

The manner of appropriating money for the payment of pensions should be in two distinct items, one for army and the other for navy pensions, and should not provide a separate appropriation for the several items incidental to it.

The expenditures, as usual, would be accounted for separately. As this matter is receiving your consideration and the plans for its remedy are matured, I will not enter into the details.

I am, sir, your obedient servant,

CHARLES F. SAWYER,
Chief of Agents' Division.

Hon. W. W. DUDLEY,
Commissioner of Pensions.

II.—DIVISION OF CERTIFICATES AND ACCOUNTS.

DEPARTMENT OF THE INTERIOR, PENSION OFFICE,
Washington, D. C., September 15, 1883.

SIR: In compliance with your instructions, I have the honor to submit the following summary report of the official transactions of this division for the fiscal year ending June 30, 1883:

On this division is devolved the duty of preparing for the signatures of the chief of the Bureau and the head of the Department the proper certificate forms declaring title to pension in all cases which, having been adjudicated, are referred to this division for that purpose. A full and complete record is kept, showing the exact character of all certificates issued, whether original or increase, &c., and a computation is made of the money value of all pension allowances. The certificates, with proper instructions in each case, are forwarded to the respective pension agents by whom the payments are to be made. The requisite notices of issue are given to the claimants and their attorneys, and also to the proper accounting officers of the Treasury. All the claim papers, with the briefs in each case, are inclosed in a suitable file-wrapper, bearing the required indorsements and forwarded to the admitted files.

I here present a tabular statement of the different classes of certificates issued during the last fiscal year:

Number of certificates issued and signed during the year ending June 30, 1883.

Classes.	Original.	Increase.	Reissue.	Restoration.	Duplicate.	Act of March 3, 1883.	Total.	Reissue, same date.	Accrued pension.	Reimbursement.
Army invalid	31,790	8,904	2,170	788	740	13,004	57,405	190	1,729	42
Army widow	5,176	67	83	84	264	.....	5,674	.....	.....	.....
Navy invalid	213	94	18	29	14	.....	368	.....	.....	.....
Navy widow	87	5	8	.....	5	.....	105	.....	.....	.....
1812 survivor	23	.....	.....	.....	4	.....	27	.....	.....	.....
1812 widow	822	.....	3	.....	17	.....	842	.....	.....	.....
Old-war invalid .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Old-war widow	23	.....	3	1	.....	.....	27	.....	.....	.....
Additional Army invalid .....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....
Arrears, Navy .....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....
Total	38,148	9,070	2,255	902	1,044	13,004	64,450	190	1,729	42

NOTE.—This includes certificates involving reimbursement and some others held in the files of the office.

In the performance of this work and the work incidental thereto as indicated above there were employed (not deducting leaves), for twelve months, 24 clerks; ten months, 6 clerks; nine months, 9 clerks; six months, 7 clerks; three months, 13 clerks; two months, 5 clerks; one month, 5 clerks; total, 69 clerks.

In accordance with the Attorney-General's decision of August 9, 1882, the settlement of claims for reimbursement under section 4718 Revised Statutes was transferred from the Commissioner of Pensions to the accounting officers of the Treasury, so that this division, which had previously adjudicated that class of claims, was relieved from all work relating thereto except what was necessitated by the transfer. In the work of adjusting these claims prior to the decision and in effecting the transfer there were occupied two or three clerks for a few months of the year.

As the Attorney-General's decision pronounces the above claims to be claims against the Government, you have, in accepting this decision, ruled that no such claim can be paid by a pension agent, and agreeably to this ruling all certificates issued in the case of deceased applicants who leave surviving no widow or minor child are not placed upon the rolls of any agency, but are held upon the files of this office, subject to the call of the accounting officers. The number of such certificates issued since the transfer and within the year was:

Army invalid	58
Army widows, &c	42
Navy invalid	2
Navy widows, &c	0
Survivors of 1812	0
Widows of 1812	41
Revolutionary war	1
Total	144

Prior to the Attorney-General's decision above referred to, accrued pension due under section 4718 Revised Statutes to the widows or children of deceased pensioners was paid by pension agents without the intervention of this office. But since that decision, title in such cases has been determined by the Commissioner of Pensions and declared by a distinct certificate issued for that purpose. The work of examining claims of this class and preparing the certificates, &c., was assigned to this division; and for the balance of the year one clerk was employed thereon the entire time, and another perhaps half the time. The number of cases in which accrued pension was allowed was:

Army invalids.....	1,620
Army widows, &c.....	62
Navy invalids.....	41
Navy widows, &c.....	2
Survivors 1812.....	166
Widows 1812.....	3
Old-war invalids.....	38
Total	1,992

A single desk in the division was devoted to the issuing of orders and notices of transfer of pensioners from one roll to another; to the granting of temporary permits for the execution of vouchers, and to the preparation of briefs for duplicate, triplicate, &c., certificates.

The number of duplicates, &c., issued was.....	1,075
Number of permits granted from this desk alone.....	800
Number of transfers ordered.....	1,076

Though the number of applications for permits and duplicates because of pledged certificates has not yet been much less since the passage of the penalty act of February 28, 1883, I do not doubt that the ultimate effect of that act will be to greatly reduce the number of such applications.

A few of the clerks of this division have at times been detailed to temporary duty elsewhere.

I have endeavored, in the above summary, to present a sufficiently exact exhibit of the doings of the division for the past year. If the report be compared with those of previous years, it will appear that the work accomplished greatly exceeds that of any former year in the history of the office, a fact which furnishes gratifying evidence of the praiseworthy energy and faithfulness which have, with very few exceptions, characterized the clerks of this division. The force, as a whole, have so acquitted themselves as to deserve, in my opinion, the special commendation of the Commissioner. The evidences of his recognition of merit in his subordinates, which so many of them have received, have been very gratefully appreciated, and have stimulated them to still greater efforts in the discharge of duty.

While, under the very vigorous and effective administration of its affairs by the present head of the Bureau, unusual results in the accomplishment of the legitimate business of the office have been achieved, I trust the manner in which the work of this particular branch has been performed has met the approval of the Commissioner.

Very respectfully, your obedient servant,

F. MOORE,
Chief of Division.

Hon. W. W. DUDLEY,
Commissioner of Pensions.

12.—RECORD DIVISION.

DEPARTMENT OF THE INTERIOR, PENSION OFFICE,
Washington, D. C., September 18, 1883.

SIR: In compliance with your request for a report of all matters of interest in regard to this division for the year ending June 30, 1883, I have the honor to submit the following statement, first calling your attention to accompanying Tables A and B; the first containing the number of clerks for each month, classified according to the nature of the work in which they have been engaged, and showing the fluctuation of the force from sickness, leaves of absence, and transfers to and from other divisions; the second, Table B, shows the number of claims, original and increase, received during each month.

On the receipt of original claims, they are first handed to certain clerks, whose duty it is to verify from the different State rosters the service as stated by the claimants. Finding this to be correct, the records are searched to ascertain if it is an original or duplicate claim. Proving to be original, it is jacketed, numbered, recorded and sent to the proper division as indicated by the service given; if a duplicate, it is forwarded to the original claim.

The increase cases are simply jacketed and applied to the original claim.

In addition to the above, it is the special duty of this division to supply from the records the name, number, and service of each piece of evidence or letter of inquiry (where that important data has been omitted by the claimant or attorney), so that it will reach as speedily as possible the case for which it was intended. This brings direct to our division a very large proportion of the mail received by the office. Much of that portion supposed to contain complete data, and which the mail division has attempted to apply direct to the case, has finally to be sent to this division, because of errors in the numbers or service given; so that, while we keep no record of the number of pieces of evidence or letters, I think we may safely claim that fully four-fifths of the mail received by the office has to pass through this division before being applied. All of this matter has to be briefed and searched, keeping constantly employed the number of clerks engaged on that kind of work, as shown by Table A.

During the year we have started eight of the new record books, which is to be a copy of our old three-letter combination, and which you have so heartily approved; but this work was very much retarded owing to the immense amount of labor necessary to get the slips (from which it is being copied) in proper condition. On this preparatory work about one-third of our clerks were employed for fully six months. We hope during the present year to make better progress with this new record, though at this time a number of our clerks are busy making our portion of your annual report, and we have lately been called upon to find cases for 140,000 certificates of disability, all of which we are endeavoring to accomplish, though this latter work is in my judgment hardly worth the expenditure of the force, as we are unable to find more than about one-tenth of those that have been searched.

Presuming that the work of this division would be very little affected by a change in the laws, I have no suggestions to make.

More than half of our force are ladies, and while I gladly testify to their ability and the conscientious manner in which they perform any duty assigned them, yet many are physically unable to handle our large record books. Again, we have had more than our share of sick. I hope that these facts will not be overlooked in your estimate of the amount of work performed.

As it is the duty of this division to assist to our utmost every other branch of the office, it gives me pleasure to acknowledge the kind treatment we have received from yourself, the Deputy Commissioners, chief clerk, and chiefs of divisions, showing that you are in a degree satisfied with our work. It is also pleasant to state that perfect harmony prevails among our clerks. This we know is essential to the correct performance of any good work.

I take this opportunity to thank my assistants. Mr. Fuller is always present, and ever anxious for the success of the division; Mr. Taft is equally willing to aid in every possible way, and the warm personal friendship between us, makes it particularly pleasant.

But the greatest incentive to the working of this office is to be found in your announcement that the good shall float and the bad sink; this has lifted the ax of dismissal from the necks of many, and encouraged those who were of little service to renewed efforts.

Thanking you again for your many kind offices to the clerks of this division, and hoping that you will accept this rambling report as all sufficient,

I am, sir, very respectfully,

WM. T. FORD,
Chief Record Division.

Hon. W. W. DUDLEY,
Commissioner of Pensions.

A.

Number of clerks employed in each month of fiscal year 1882-'83, how employed, &c.

Date.	Recorders.	Searchers.	Briefers and miscellaneous.	Verifying service.	Jacketing.	Notifying claimants.	Messenger.	Total.	Male.	Female.	Absent.	Present.
1882.												
July	12	29	14	2	2	1	1	61	45	16	4	57
August	12	28	13	2	2	1	1	59	43	16	4	56
September	11	32	34	3	2	1	1	84	46	38	9	75
October	6	15	45	1	2	1	1	71	28	43	6	65
November	22	22	21	2	2	2	1	72	32	40	8	64
December	20	20	24	2	2	2	1	71	27	44	7	64
1883.												
January	19	19	30	2	2	2	1	75	27	48	3	72
February	19	18	29	2	2	2	1	73	27	46	4	69
March	19	17	20	2	2	2	1	63	24	39	7	56
April	18	17	31	2	2	2	1	73	29	44	9	64
May	17	17	34	2	2	2	1	75	30	45	6	69
June	16	15	35	2	2	2	2	74	30	44	1	73

B.

Cases received, jacketed, and numbered during year, July 1, 1882, to June 30, 1883, inclusive.

Date.	Original invalid.	Original widows', minors', &c.	Claims for increase and restoration received.
1882.			
July	2, 664	995	(*)
August	2, 508	937	1, 105
September	2, 567	947	2, 985
October	2, 508	923	2, 426
November	2, 210	861	2, 024
December	2, 218	884	2, 787
1883.			
January	2, 856	807	2, 620
February	2, 861	795	2, 495
March	4, 261	1, 258	3, 930
April	3, 658	1, 024	3, 832
May	3, 374	1, 215	2, 874
June	3, 387	1, 263	4, 019
Total	35, 072	11, 969	31, 097

* Begun in Record Division August 17, 1882.

13.—MAIL DIVISION.

DEPARTMENT OF THE INTERIOR, PENSION OFFICE,
Washington, D. C., July 2, 1883.

SIR: I have the honor to submit a summary of the report of this division for the fiscal year ending June 30, 1883.

RECEIVED.

Original invalid cases (including duplicates)	37, 306
Original widows' cases (including duplicates)	12, 999
Original 1812 cases (including duplicates)	848
Original bounty land cases (including duplicates)	702
Original Navy cases (including duplicates)	830
Original old war claims (including duplicates)	726
Applications for increase	35, 605
Communications from the Departments	14, 741
Pieces of additional evidence, A to K	152, 374

Pieces of additional evidence, L to Z.....	145,657
Applications for transfer.....	595
Applications for new certificate.....	1,161
Reports from Adjutant-General.....	187,373
Reports from Surgeon-General.....	104,985
Miscellaneous letters (not inquiries).....	237,798
Pension certificates returned by pension agents.....	5,868
Surgeon's certificate.....	179,394
Orders for medical examination returned.....	149,837
Accounts from examining surgeons.....	16,661
Reports and cases from special examiners.....	8,878
Report from pension agents.....	296
Daily reports of special examiners.....	49,704
Money received in the mail.....	\$46,327
Applications for arrears (act January, 1879).....	251
Number of dead letters returned by Post-Office Department.....	28,561
Applications for increase (act March, 1883).....	16,738
Congressional communications.....	70,235
Letters of inquiry.....	217,329
Letters relative to the act of March 3, 1883.....	3,278
Reports of last payments by pension agents.....	441
<hr/>	
Total number of pieces received during the year.....	1,681,171
Average per day for the year.....	5,512
<hr/>	
Number of department postage stamps furnished other divisions.....	314,853
Stamps returned to correspondents.....	15,908
Number of foreign letters sent, postage prepaid at cost of \$79.....	927
Calls on the Adjutant-General sent since January 1, 1883, and not included in letters sent.....	113,850
Calls on the Surgeon-General sent since January 1, 1883, and not included in letters sent.....	59,543
Total number of letters sent out for the year.....	1,454,699
Average per day for the year.....	4,769

REMARKS.

It must not be supposed that such mails as these figures indicate are easily disposed of on the day on which they arrive. Tact, industry, and rapidity are required in a division which handles 10,000 letters daily. A comparison with all previous annual reports shows that the receipts of 1883 are far ahead of any previous year, without a single exception. The same is equally applicable to the outgoing mail. When it is considered that every letter has to be looked over, faced, cut, read, stamped (and if evidence recorded), and distributed to the various divisions on the day of its receipt, the wonder is, not that it requires 34 persons to do it, but that it is done so well with that number, for the annual leaves and constantly occurring sickness draw heavily upon our strength and numbers. I have no hesitancy in saying that, with the cumbersome systems of the other Departments, three times the number of persons would be found requisite. Our stamps not unfrequently make 20,000 impressions a day. Long before 9 and long after 4 the click and thud of stamps indicate that work has begun or has not been quite finished. I desire here and now to congratulate you upon the honesty and faithfulness of the people engaged upon the mail. Since 1871, back of which my responsibility does not reach, I do not recall the loss of even a penny, although a large sum of money has been received. Where so many have contributed by their labor to the success of the work, it would be ungrateful to single out special ones for honorable mention. It is enough that industry, honesty, and capacity have been rewarded by retention and promotion, while the negligent, careless, and indolent are no longer here. Next to the rewarding of the faithful there is perhaps no greater incentive to effort than the dismissal of the unworthy. One word as to a part of our labor which finds no place in the official reports, i. e., the distribution of the personal mail of the employes. This will average 500 letters, papers, &c., per day. I do not think that in twelve months we have had half that number of complaints of delay or non-delivery.

In conclusion, I desire to thank you for the courtesy and sympathy shown me in the discharge of my official duties.

Respectfully,

DAVID L. GITT,
Chief of Mail Division.

Hon. W. W. DUDLEY,
Commissioner of Pensions.

14.—EXHIBIT A.

WASHINGTON, D. C., *August 15, 1883.*

SIR: Pursuant to your instructions of April 10, 1883, I proceeded to Muscogee, Ind. T., accompanied by Mr. S. C. Benjamin, as assistant, to examine the pension claims heretofore filed on account of the services of the Indian Home Guards, and to prepare declarations and to take evidence in such other cases arising out of said services as would come before us. At that place I was joined by Mr. C. R. Conner, a special examiner of this office.

The cases likely to come before us were those of the Cherokee, Creek, Seminole, and Euchee Indians who served in the First, Second, and Third Indian Home Guards. I communicated at once with the chiefs of the tribes named, except the Creeks, by letter, stating the object of our mission and urging the necessity of prompt response on the part of the Indian claimants. The Creeks were notified by runners dispatched to the different parts of their country by Simon Brown, a prominent colored Creek, who was employed by me as interpreter on a former occasion, and whose services I found invaluable by reason of his extensive acquaintance with the members of the tribe, his services during the war with them, and his well-established integrity.

A few parties living near Muscogee responded to our call within a very few days, and the prospects for prompt action on the part of the Indians appeared flattering as compared with that in 1879, when it took weeks to arouse any feeling of interest in the object for which I had been sent to their country by your predecessor, Hon. J. A. Bentley. But it soon became apparent that the so-called rebellion among the Creeks, under the leadership of Is-pi-he-chee, would necessarily greatly impede progress in the work assigned to us. The followers of Is-pi-he-chee consisted principally of ex-members of the First Indian Home Guards, whose testimony was essential in the claims arising out of services of that command. A few weeks before our arrival in the Territory, Is-pi-he-chee and his followers, among whom were the principal men of the Union element of the Creeks during the late war, had left their country and sought refuge among the Comanches and other tribes near Fort Sill, Ind. T., and troops had gone out after them to bring them back to their own country. From information obtained by us, we were led to believe that the return of the Is-pi-he-chee men with the troops would be a question of a few days only, but in this we were disappointed, as they did not return until about the 10th of May, and were then taken into the Cherokee country and held as prisoners at Fort Gibson. Before their return we had completed and mailed to the office about 25 cases. Desirous of ascertaining the purposes of the Government with reference to the captured Creeks, I directed Mr. Conner to call on the commanding officer at Fort Gibson and to learn from him whether they would be detained there any length of time, and, if so, what facilities would be afforded us in making them available as witnesses in the cases likely to come before us. Mr. Conner, in company with the Indian agent, interviewed Major Bates, commanding at Fort Gibson, and was then and there assured that the military authorities would not only not prevent any one from visiting Muscogee on pension business, but, if deemed advisable, would provide necessary escort for their protection against any possible danger of attack upon them by the other faction of the Creek Nation.

Mr. Conner also interviewed Is-pe-he-chee and the principal men under him, and it was understood that they would attend to business at once. With this understanding, and the fact that we were overdue at Tahlequah, according to the notice served upon the Cherokees, I took the liberty to suggest to you a division of the force, provided another person could be added thereto, to finish up work among the Creeks, Seminoles, and Eucheas at Muscogee, and to commence operations at Talequah among the Cherokees. You approved of this suggestion and advised me of the departure of Mr. R. D. Goodell for Muscogee for that purpose. I then directed Mr. Conner to proceed to Talequah, where he was joined a few days later by Mr. Goodell, while I remained with Mr. Benjamin at Muscogee. Claimants continued to come in slowly, and believing that ample time had been given the Creeks at Fort Gibson to comply with their promise to get their people together at Muscogee, I instituted inquiries touching the delay, and, in response to a letter addressed to the commanding officer at Fort Gibson, I was informed by that officer that he had concluded to refuse the Creeks under his charge permission to come to Muscogee. I then concluded to join Mr. Conner at Tahlequah, but before starting for that place a number of Shawnees came to town, and upon their representation that they had among them a number of persons who desired to make claims for pension on account of their services in Company M, Fourteenth Kansas Cavalry, I telegraphed you for instructions, and being directed

by you to attend to their cases I remained at Muscogee a few days longer. I then learned that some of the Creek claimants from the western part of the Creek country had gone to Fort Gibson to hunt up their witnesses among the Is-pi-he-chee band, and myself and Mr. Benjamin proceeded to that place, where we remained two weeks and disposed of twenty cases. While at Fort Gibson I advised you of the slow progress made in the work assigned to us, and asked for further instructions. In pursuance to your instructions I notified Mr. Conner to give notice that we would close up the work on the 10th of July, and informed the Creeks likewise. There being several well-known Indian claimants among the latter, who had up to that time failed to put in an appearance at either Muscogee or Fort Gibson, runners were sent out after them, with instructions to meet us at Muscogee, to which place we returned from Fort Gibson. My reason for returning to that place instead of going to Talequah was that Messrs. Conner and Goodell could well attend alone to the few cases coming before them, while there was a possibility of picking up a few cases at Muscogee. But before the expiration of the time fixed for the closing up of the work it became necessary for me to return to Washington, on account of private matters, and having first obtained permission from you to do so, I left for this city, where I arrived on the 11th of July. I left Mr. Benjamin at Muscogee in charge of the work, where he was joined by Messrs. Conner and Goodell on the 16th, and remained until the 23d of July, on which day they left the Territory. As the result of our labors we have submitted for your consideration 140 cases, 71 of which had been filed prior to our departure, and have been supplied with new declarations and the evidence attainable, and 69 new cases complete for final admission.

A full history of the Indian pension cases, as well as the work accomplished by the different commissions sent to the Territory to investigate the same prior to 1879, was fully set forth in my report to your predecessor, and was embodied by him in his annual report to the honorable Secretary of the Interior for the fiscal year ending June 30, 1880. I therefore deem it unnecessary to make further allusion thereto.

There have been filed in this office, including those presented by us as the result of the last examination, the following claims: Invalids, 94; widows, 412; minors, 241; dependent relatives, 25; making a total of 772 cases. One hundred and seventy-nine cases of this number were allowed prior to 1871. The investigation of that year resulted in the dropping of all but 46 pensioners, for various reasons. During the investigation in 1879 35 of the claimants in the heretofore admitted cases appeared and re-established their title to pension. Of the 360 then pending cases, 41 were supplied with necessary evidence, and in 102 remarriage, death, or other disqualifying causes were shown, while in 33 of the remaining cases a positive adverse record exists. Of the 102 new cases presented by the commission of 1879, 100 were allowed, the two rejected cases being claims of dependent relatives, and were prepared and submitted simply as test cases. In all, 176 certificates were issued upon the work of the commission of the year last mentioned. During the period intervening between my return in 1879 and my departure for the Territory in April last, 62 new claims were filed and 69 new cases were prepared and submitted during the last examination, as heretofore stated.

The following tabulated statement shows, by companies, the casualties in the Indian regiments, the number of claims filed, the number of claims admitted, including restorations upon the investigation of 1879, the number of cases rejected upon said investigation, the number of cases submitted as the result of the last investigation, and the number of cases not disposed of:

INDIANA HOME GUARDS.

Regiment.	Company.	Casualties shown by the record.				Total casualties.	Total number of claims filed.					Total number of cases disposed of by investigation, 1879.		Number of cases submitted as a result of the special examination of 1883.	Number of cases not disposed of.
		Killed.	Died.	Missing in action.	Discharged for disability.		Invalid.	Widow.	Minor.	Dependent relative.	Total.	Rejected.	Admitted.		
First	A	3	40	...	...	43	1	19	17	...	37	8	22	6	1
	B	3	27	1	...	31	2	5	15	2	24	2	9	10	3
	C	...	26	...	1	27	4	12	8	...	24	2	2	14	6
	D	4	62	...	2	68	...	16	13	1	30	10	7	9	4
	E	...	36	...	...	36	1	9	8	2	20	4	6	6	4
	F	1	25	...	4	30	2	14	9	1	26	12	6	4	4
	G	2	45	...	...	47	1	19	16	4	40	4	27	6	3
	H	3	29	...	...	32	2	15	3	3	23	6	3	10	4
	I	4	32	...	2	38	6	8	6	3	23	7	6	8	2
	K	7	37	...	...	44	1	13	19	1	34	17	13	2	2
	A	1	20	...	2	23	...	9	3	1	13	3	...	3	7
Second	B	1	23	...	4	28	4	16	4	...	24	7	1	2	14
	C	2	25	...	5	32	6	7	1	...	14	9	1	2	2
	D	9	24	1	...	34	5	20	7	...	32	4	5	5	18
	E	5	13	...	4	22	4	8	7	1	20	6	4	4	6
	F	...	42	...	...	42	1	24	5	2	32	12	...	2	18
	G	...	35	...	1	36	4	8	4	...	16	4	1	1	10
	H	5	29	...	...	34	4	16	5	1	26	7	2	4	13
	I	12	23	...	3	37	2	13	10	1	26	12	4	...	10
	K	3	16	...	3	22	6	12	...	...	18	7	2	1	8
	A	7	50	...	...	57	1	16	10	...	27	16	2	2	7
	B	1	26	...	...	27	5	11	8	...	24	8	5	1	10
Third	C	...	31	...	...	31	2	13	3	...	18	7	5	...	6
	D	2	30	...	...	32	4	10	4	1	19	4	4	5	6
	E	5	34	...	2	41	3	11	14	...	28	11	9	4	4
	F	8	32	...	...	40	4	10	6	...	20	7	7	1	5
	G	4	31	...	2	37	2	13	6	...	21	9	3	4	5
	H	5	21	...	...	26	1	12	5	1	19	9	2	3	5
	I	5	27	...	5	37	5	13	8	...	26	10	4	7	5
	K	4	29	...	3	36	1	12	10	...	23	5	7	2	9
	L	1	22	4	4	31	8	16	5	...	29	7	7	5	10
	M	...	38	...	2	40	2	12	2	...	16	9	...	3	4
	Total.....		107	979	6	49	1,141	94	412	241	25	772	246	176	136	215

To the 136 cases shown by above table as having been submitted must be added 4 cases of the Shawnee Indians, lately of Company M, Fourteenth Kansas, heretofore referred to.

How many of the cases undisposed of are susceptible of proof cannot be approximated in the absence of any satisfactory information touching the whereabouts of the claimants. From former experience in handling the Indian Home Guard cases, it is safe to say that a number of the cases not called up, are fictitious, having their origin in the brain of the attorneys who presented them, while in others the claimants have died, leaving no pensionable heir surviving. But there are undoubtedly many good claims yet not called up, in which valuable information has been obtained touching the rights of the claimants.

With one or two single exceptions, all the claims of widows, minors, and dependent relatives are based upon the soldier's death while in the service. The records of the War Department sustain the allegations, and therefore little trouble is experienced in settling that point. The question of relationship and consequent title to pension was more fully understood this time than at the former investigations, and but few dependent relatives appeared, as it became generally known that the requirements of the law in that class of cases could not be complied with.

It would seem that ample opportunities had been afforded these Indians to bring about a settlement of their pension claims, and in particular is this true in the case of the Cherokees. No local disturbances prevented their attendance upon the commission at either Muscogee or Talequah. The first-named place is accessible by rail to a large number of the Cherokees living in the western part of their Territory, and

very convenient by team to the thickly-settled districts adjoining the Arkansas River, while Talequah, the capital of the nation, is centrally located for the remainder of the nation. By reason of an extra session of the Cherokee council, a large number of the people from all parts congregated at Talequah in the early part of May. Particular pains were taken by the principal chief to scatter the news of our presence in the Territory, and while the papers published in their own language and circulated free of expense among the Indians, their attendance upon the commission was tardy and unsatisfactory as to results. It is true that the claimants among the Cherokees have not the same opportunity to get together their witnesses as have the Creeks or Seminoles, because the former live more scattering than the latter, who have in a great measure maintained their tribal relations, and congregated in towns or villages. The claimants are generally of the poorer classes, and cannot offer pay for the time lost by the necessary witnesses in attending the commission. Without pay, and plenty of it, an Indian will not put himself to any inconvenience, in particular if it requires considerable traveling. This accounts in a measure for the failure on the part of the Cherokees to present their claims for final settlement.

Among the Creeks the number of claimants remaining is not large, and had it not been for the disturbed condition of their country, a final clean-up of the pension claims among them would have been accomplished.

The Euchees and Seminoles together have not more than one dozen unsettled claims.

There are quite a number of Indians belonging to nations other than those represented in the Indian Home Guards now located in the Indian Territory who, during the late rebellion, served in Kansas regiments. Some of their pension claims have been settled in the regular way, upon testimony furnished through the usual channels, while others are still pending. An examination of a number of the admitted cases of these Indians, made by me some time since, throws grave doubts upon the propriety of settling any of these cases upon the evidence furnished through attorneys or others not of the Pension Office. Nothing short of an examination of the claimants and their witnesses by experienced examiners of the office should, in my opinion, form the basis of favorable action in an Indian pension claim.

Of those not identified with the Indian Home Guards, we had before us, as heretofore stated, a few of the Shawnees, late members of Company M, Fourteenth Kansas Cavalry, and more expected to see us, but were prevented by high waters in the western part of the Territory. I am satisfied there are some valid claims of that organization not yet adjudicated.

Whether the unsettled condition of a large number of pension claims of all the Indians heretofore referred to does warrant another attempt upon the part of the office to bring about a settlement of the same through another commission, is a matter which should, if I am permitted to suggest, receive early consideration, because of the advanced age of the parties at interest, and the constantly growing difficulties of arriving at facts because of the great distance from the war.

Should it be deemed best to afford the people of the Territory another opportunity to perfect their claims, much more progress could be made, in my opinion, if an examination into all the claims growing out of the late war, whether of this office or any other Bureau or Department of the Government, would be made at the same time by representatives of the Departments at interest. That a large number of claims on the part of these Indians are now before different Departments cannot be doubted, many having been prepared before United States commissioners during our recent stay in the Territory. In this way the people could be brought out, and their claims adjusted satisfactory to all parties concerned.

In conclusion, I desire to express my gratitude for the able support received from the gentlemen associated with me by their efficiency and unremitting devotion to business.

Very respectfully, your obedient servant,

A. VANGEUDER,
In Charge of Commission.

Hon. W. W. DUDLEY,
Commissioner of Pensions.

15.—EXHIBIT B.

DEPARTMENT OF THE INTERIOR, OFFICE OF INDIAN AFFAIRS,
Washington, June 22, 1883.

SIR: I transmit herewith for your information, and such action thereon as you may deem proper, resolutions of the New York Indians, in council, asking that the pension laws be so amended as to allow pensions to Indians of New York who served the United States as soldiers in the war of 1812.

Also copy of a letter from Daniel Sherman, United States Indian agent, of 12th December, 1879, inclosing said resolutions to this office.

Very respectfully,

H. PRICE,
Commissioner.

The COMMISSIONER OF PENSIONS.

UNITED STATES INDIAN SERVICE, NEW YORK AGENCY,
Forestville, N. Y., December 12, 1879.

SIR: I have the honor to inclose resolutions of the Indians of New York, in council, asking that the pension laws be amended so as to allow Indians of New York, who served the United States as soldiers in the war of 1812, pensions.

Senator Kernan, of New York, last winter introduced a bill in the Senate designed to effect this purpose. The only copy of the bill I had was burned with my agency office in August last.

The New York Indians who served in the war of 1812 have been denied pensions on the ground that they served as allies of the United States, as stated in letter of former Commissioner of Pensions, dated January 13, 1874, of which I inclose a copy.

I think the whole number of Indians of this agency who could receive pensions under the act if amended as proposed would not exceed thirty. They did valuable services, as stated in the inclosed resolutions, and I think them justly entitled to pensions, and I hope the pension laws may be so amended as to grant them pensions.

It is the desire of the Indians that the inclosed resolutions should be referred by you either to Senator Kernan or Hon. Henry Van Aernam, M. C., as you may be advised, with your approval of the objects stated, if you deem the same proper and just.

Very respectfully, your obedient servant,

D. SHERMAN.

Hon. E. A. HAYT,
Commissioner of Indian Affairs, Washington, D. C.

At a reunion of the Indian soldiers of New York and general council of said Indians held upon the fair grounds at the Cattaraugus Reservation in said State on July 23, 1879, George Wilson was appointed president, and Noah Two Guns, secretary.

On motion of John Kennedy, seconded by Zachariah L. Jimison, the following preamble and resolution were unanimously adopted:

Whereas, at the urgent call of the President of the United States, the Indian warriors of New York organized in companies under their own captains and officers, and joined the military forces of the United States, and submitted themselves to the command of the high military officers of the United States in the war of 1812 against Great Britain, and participated in several battles in Canada and upon the frontier, and performed valuable services for the United States, many of such Indian soldiers having been killed and wounded in such service; and whereas applications for pensions to the few surviving Indian soldiers in the said war having been heretofore made to the honorable Commissioner of Pensions, under the act of Congress passed February 14, 1871, and the same having been denied upon the sole ground, as claimed, that said Indians served as allies of the United States: Now, therefore,

Resolved, That we, the Indians of New York, here assembled in general council, ever bearing faithful allegiance to the United States in peace and war, do earnestly pray for the passage of an act by Congress so amending the pension laws as to grant such Indian soldiers of such war pensions the same as are allowed to other soldiers who served therein; that, as Indian wards of the United States Government, we most earnestly and respectfully claim due recognition for such services.

Unanimously adopted.

We hereby certify that the foregoing preamble and resolution were unanimously adopted at the soldiers' reunion and general council of Indians of New York, held upon the Iroquois fair grounds, upon the Cattaraugus Reservation, on the 23d day of July, A. D. 1879, and that there were present at such reunion and council over one thousand Indians of the Six Nations of New York.

Witness our hands, at the Cattaraugus Reservation, this 23d day of July, 1879.

GEORGE WILSON,
President of the Council.

NOAH TWO GUNS,
Secretary.

DANIEL SHERMAN,
United States Indian Agent.

TABLE 1.—Number of pensions allowed and increased during the year, together with the annual value of all pensions on the roll, and the amount paid during the year.

Fiscal year ending June 30, 1883.	Pensions allowed and increased during the year.						Dropped from roll.		Reduction in rate.		Number of pensioners on the roll June 30, 1883.	Annual value of pensions as shown by the roll June 30, 1883.	Total amount paid for pensions during the year ending June 30, 1883.
	Original.		Increase.		Restoration.								
	Num-ber.	Annual value.	Num-ber.	Annual value.	Num-ber.	Annual value.							
Army { Invalids.....	31,801	\$1,982,498 00	22,554	\$1,570,293 00	695	\$46,830 00	6,991	\$686,257 83	593	\$83,872 00	198,643	\$20,751,857 30	\$44,416,481 04
Widows, &c.....	5,216	658,490 00	67	4,044 00	71	8,694 00	7,362	860,985 90	2,030	44,560 00	74,873	8,219,608 36	12,679,924 52
Navy { Invalids.....	213	81,384 00	112	7,840 00	29	2,036 00	135	18,090 00	2	72 00	2,468	311,630 75	391,288 77
Widows, &c.....	87	14,403 00	13	988 00	.....	.....	135	19,751 85	25	648 00	1,907	340,464 00	336,487 68
War 1812 { Survivors.....	23	2,208 00	.....	.....	.....	.....	2,236	218,696 00	.....	.....	4,931	473,376 00	357,384 81
Widows.....	822	78,912 00	.....	.....	1	96 00	4,148	398,208 00	.....	.....	21,336	2,048,256 00	1,882,542 41
Total.....	38,162	2,817,895 00	22,746	1,583,165 00	796	57,656 00	20,997	2,195,989 57	2,650	79,152 00	303,658	32,245,192 43	60,064,009 23

The total amount paid to new pensioners upon first payment is:

29,067 Army invalids.....	\$24,702,054 86
4,893 Army widows, &c.....	4,847,029 06
197 Navy invalids.....	120,554 44
83 Navy widows, &c.....	37,806 34
13 Survivors war of 1812.....	6,407 36
757 Widows war of 1812.....	192,901 88
34,990	29,906,753 94
	5,963
	4,271,459 29

Of the 31,801 Army invalid claims allowed, 28,241 were entitled to arrears, and the amount due on first payment was \$25,354,607.84, an average per case of \$901.68. There were 43 old war invalid claims and 3,417 Army invalid claims not entitled to arrears. The amount due as first payment in these non-arrears cases was \$409,347, an average of \$118.15 on first payment.

Of the 5,216 Army widows' claims allowed, 3,682 were entitled to arrears, and the amount due on first payment was \$4,863,533, an average of \$1,323.61 per case. There were 23 old war widows' claims and 1,509 late war claims not entitled to arrears. The amount due as first payment in these non-arrears cases was \$248,807, an average of \$162.40 per case on first payment.

TABLE 2.—Number of pensioners of the various classes dropped from the rolls during the year, with the cause, and the number of each class on the rolls June 30, 1883.

Cause for which dropped.	Invalids.	Widows, minor children, and dependent relatives.	Classification of widows' roll.						War of 1812.			Total number of pensioners of all classes.
			Widows without children.	Widows with children.	Minor children.	Mothers.	Fathers.	Total number of children.	Survivors.	Widows.	Total.	
Loss to the roll:												
By death	3,174	2,344	848	98	28	1,160	210	239	1,237	2,274	3,511	9,029
By remarriage	.....	588	248	298	.....	42	.....	589	.....	4	4	592
Minors, by legal limitation	.....	1,062	.....	.....	1,062	.....	.....	4,428	.....	.....	.....	1,062
Failure to claim pension	1,430	3,407	1,550	160	220	1,284	193	327	987	1,786	2,773	7,610
Dropped for other causes	2,522	96	56	15	2	14	9	53	2	84	86	2,704
Total loss to the roll	7,126	7,497	2,502	562	1,212	2,500	413	5,636	2,226	4,148	6,374	20,997
Number of pensioners on the roll	201,111	76,289	36,862	8,457	2,328	25,357	8,281	14,146	4,931	21,336	26,267	303,658

TABLE 3.—Appropriations for the payment of pensions for the year and the disbursements during the year.

Title of the appropriations.	Army.		Navy.		Balance of Army and Navy pension funds June 30, 1883, which has been reapropriated and made available for year ending June, 30, 1884.
	Appropriations.	Disbursements.	Appropriations.	Disbursements.	
For pensions	\$97 640, 000 00	\$59, 336, 282 78	\$1, 800, 000 00	\$727, 726 45	\$39, 375, 990 77
For fees to examining surgeons	321, 500 32	320, 965 84	3, 499 68	3, 499 00	.....
For compensation to pension agents, expenses, &c	272, 304 82	272, 300 00	2, 695 18	2, 695 18	.....
Special contingent for pension agencies	15, 000 00	10, 278 00	.....	.....	.....
Total	98, 248, 805 14	59, 989, 826 62	1, 806, 194 86	783, 920 63	39, 375, 990 77

For fees to examining surgeons there was appropriated in July, 1882, the sum of \$275,000 for the year 1882-'83, and in the appropriation made for the year 1883-'84 the sum of \$50,000 was made available for the year 1882-'83. There was also appropriated for the year 1882-'83 the sum of \$10,000 for contingent expenses of pension agents. Out of a like amount appropriated for the year 1883-'84 the sum of \$5,000 was made available for the year 1882-'83. These two deficiency items are included in the above table. In the act making appropriation for the payment of pensions for the year 1883-'84 it was provided that any unexpended balance remaining on hand June 30, 1883, for the payment of Army and Navy pensions was reappropriated and made available for the year ending June 30, 1884. This balance is reported in the above table.

The arrears of pension provided for by the acts of January 25 and March 3, 1879, to those who were in receipt of a pension prior to January 25, 1879, are not included in the above table. The disbursements on account of this class of pensions since the acts referred to are as follows for each fiscal year:

Total appropriations for the payment of arrears.....	\$25,515,000 00
For May and June, 1879.....	\$3,931,495 13
Fees on vouchers	1,891 50
For the year ending June 30, 1880	19,970,170 83
Fees on vouchers	10,637 40
For the year ending June 30, 1881	678,685 73
Fees on vouchers	451 50
For the year ending June 30, 1882	134,731 61
Fees on vouchers	91 80
For the year ending June 30, 1883	79,752 00
Fees on vouchers	56 70
Total disbursements.....	24,807,964 20
Balance of appropriation on hand July 1, 1883	707,035 80

TABLE 4.—A classified statement of pensioners on the rolls of each agency compared with the number June 30, 1852, and the total disbursements for pensions by each agent during the year.

Location of agency.		Army.		Navy.		War of 1812.		Number of pensioners on the roll June 30, 1852.	Disbursements on account of pensions during the year.				Number of pensioners on the roll June 30, 1852.
City.	State.	Invalids.	Widows, &c.	Invalids.	Widows, &c.	Survivors.	Widows.		Regular pensions.	Arrears.	Salary and expenses of pension agents.	Total disbursements.	
Columbus.....	Ohio.....	18,483	7,218	.....	.....	351	1,634	27,686	\$5,636,155 64	\$8,431 57	\$23,562 99	\$5,668,150 20	26,163
Chicago.....	Illinois.....	18,913	5,560	273	201	162	1,745	25,854	5,863,544 76	5,260 30	22,643 97	5,891,449 03	23,557
Boston.....	Massachusetts.....	12,742	7,160	712	550	481	1,841	23,495	4,045,320 08	4,091 60	18,858 60	4,068,270 28	22,004
Syracuse.....	New York.....	13,461	6,156	.....	.....	634	2,087	22,838	4,088,557 37	2,198 01	19,240 51	4,109,995 89	20,962
Washington.....	District of Columbia.....	14,950	4,226	506	482	193	1,036	21,393	3,572,433 21	6,970 87	31,915 73	3,601,319 31	20,324
Indianapolis.....	Indiana.....	15,516	4,454	.....	.....	150	801	20,921	5,100,507 50	4,126 67	17,488 28	5,122,117 40	18,805
Philadelphia.....	Pennsylvania.....	12,428	5,325	419	335	81	712	19,300	3,176,762 17	5,364 72	17,987 49	3,200,124 38	18,715
Topeka.....	Kansas.....	13,573	3,082	.....	.....	158	712	17,525	4,174,624 48	8,053 01	16,438 17	4,199,115 66	15,193
Knoxville.....	Tennessee.....	6,249	4,461	.....	.....	1,028	5,451	17,189	2,842,400 69	7,483 83	15,379 76	2,865,264 28	17,693
New York.....	New York.....	8,986	5,014	504	321	270	1,046	16,141	2,809,535 73	3,965 93	19,205 99	2,832,707 65	16,017
Des Moines.....	Iowa.....	12,988	2,538	.....	.....	99	426	16,051	3,616,997 31	1,413 73	14,358 56	3,632,769 60	13,860
Pittsburgh.....	Pennsylvania.....	11,349	4,037	.....	.....	94	526	16,006	3,054,975 95	4,081 47	13,224 50	3,072,281 92	16,250
Milwaukee.....	Wisconsin.....	11,107	3,072	.....	.....	139	835	14,633	3,282,322 78	3,515 42	14,891 13	3,300,229 33	13,033
Detroit.....	Michigan.....	9,613	2,659	.....	.....	205	603	13,080	2,755,227 40	2,780 28	14,039 04	2,772,026 72	11,999
Augusta.....	Maine.....	6,011	3,522	.....	.....	528	1,766	11,827	1,948,453 54	521 47	11,938 11	1,960,913 12	11,526
Concord.....	New Hampshire.....	6,891	3,155	.....	.....	193	768	11,007	2,087,440 80	4,216 72	13,264 55	2,104,923 07	11,028
Louisville.....	Kentucky.....	3,643	2,475	.....	.....	130	753	7,001	1,600,370 16	7,353 60	8,353 37	1,616,077 13	6,606
San Francisco.....	California.....	1,740	250	54	18	35	94	2,191	408,379 66	.....	5,859 22	414,238 88	1,962
Total number of pensioners, &c.....		198,643	74,373	2,468	1,907	4,931	21,336	303,638	60,064,009 23	79,808 70	288,154 92	60,431,972 85	285,697
Increase during the year.....		25,505	.....	107	.....	.....	.....	17,961	6,139,443 03	.....	51,172 19	6,135,692 31	.....
Decrease during the year.....		.....	2,075	.....	48	2,203	3,325	.....	.....	54,922 91	.....	.....	.....

TABLE 5.—Number of pension claims filed and allowed each year since July, 1861, and the number of pensioners at the close of each year, together with the annual amounts paid on account of pensions since July 1, 1860.

Fiscal year ending June 30—	Army.		Navy.		Army and Navy.		War of 1812.				Total number of applications filed.	Total number of claims allowed.	Number of pensioners on the roll and the amount paid for pensions, with cost of disbursements.			
	Applications filed.		Applications filed.		Claims allowed.		Applications filed.		Claims allowed.				Invalids.	Widows.	Total.	Disbursements.
	Invalids.	Widows, &c.	Invalids.	Widows, &c.	Invalids.	Widows, &c.	Survivors.	Widows.	Survivors.	Widows.						
1861.....	1,362	1,000	60	65	413	49	.....	.....	.....	.....	2,487	462	4,337	4,299	8,636	\$1,072,461 55
1862.....	26,380	22,377	290	285	4,121	3,763	.....	.....	.....	.....	49,332	7,884	4,341	3,818	8,159	790,384 76
1863.....	20,263	32,627	385	524	17,041	22,446	.....	.....	.....	.....	53,599	39,487	7,821	6,970	14,791	1,025,139 91
1864.....	27,299	44,464	455	466	15,212	24,959	.....	.....	.....	.....	72,684	40,171	23,479	27,656	51,135	4,504,616 92
1865.....	35,799	28,732	350	375	22,883	27,294	.....	.....	.....	.....	65,256	50,177	35,880	50,106	85,986	8,525,153 11
1866.....	15,905	20,265	250	333	15,589	19,893	.....	.....	.....	.....	36,753	36,482	55,652	71,070	126,722	13,459,986 43
1867.....	7,292	13,099	170	207	9,460	19,461	.....	.....	.....	.....	20,768	28,921	69,565	83,618	153,183	18,619,956 46
1868.....	11,035	14,496	290	245	7,292	15,904	.....	.....	.....	.....	26,066	23,196	82,859	93,686	169,643	24,010,981 99
1869.....	12,991	11,400	260	209	5,721	12,500	.....	.....	.....	.....	24,851	18,221	87,521	105,104	187,963	28,422,884 08
1870.....	8,837	8,985	190	142	7,934	8,399	20,741	5,074	198	.....	43,969	16,562	93,394	111,165	198,686	27,780,811 81
1871.....	8,857	6,755	240	178	6,463	7,244	6,546	3,815	17,504	3,117	26,391	34,333	113,954	114,101	207,495	33,077,383 63
1872.....	8,728	6,427	248	120	6,551	4,073	1,491	1,299	3,186	2,242	18,303	16,052	119,500	118,975	232,229	30,169,341 00
1873.....	9,302	5,603	228	151	5,937	3,152	737	713	563	810	16,734	10,462	121,628	118,911	238,411	29,185,289 62
1874.....	11,926	5,294	310	178	5,760	4,736	425	571	240	416	18,704	11,152	122,989	114,613	236,241	30,593,749 56
1875.....	17,030	5,264	344	130	5,360	4,376	319	436	78	168	23,523	9,977	124,239	111,832	234,821	29,683,116 63
1876.....	16,532	5,269	271	97	7,282	3,861	198	348	57	126	22,715	11,326	124,239	107,898	232,137	28,351,599 69
1877.....	18,812	6,661	300	131	7,414	3,550	2,786	15,997	817	181	44,587	11,962	128,723	108,391	232,104	28,580,157 04
1878.....	36,835	9,767	599	215	7,242	3,379	811	8,891	2,548	18,177	57,118	31,346	131,649	92,349	223,998	26,844,415 18
1879.....	110,673	25,602	1,361	559	10,176	4,455	295	2,976	2,284	4,630	141,466	19,545	138,615	104,140	242,755	33,780,526 19
1880.....	18,455	10,527	515	225	21,394	3,920	109	1,285	115	1,985	31,116	27,394	145,410	105,392	250,802	57,240,540 14
1881.....	29,004	10,349	472	211	22,946	3,999	85	818	26	693	40,939	27,664	164,110	104,720	268,830	50,626,538 51
1882.....	35,039	11,878	777	251	32,014	5,803	61	770	23	822	48,776	38,162	182,633	103,064	285,697	54,296,280 54
1883.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	206,042	97,616	303,658	60,431,972 85
Total..	488,356	306,941	8,365	5,083	245,210	206,716	34,594	42,893	25,634	33,878	886,137	510,938	621,073,297 60

PENSIONS.

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TABLE 6.—Number of claims of each class filed, admitted, and rejected during the year, and comparative condition of the files at beginning and close of the year.

Fiscal year ending June 30, 1883.	Army.				Navy.				Total Army and Navy.	War of 1812.			Total number of original cases.	Aggregate of all classes.	
	Invalids.		Widows, &c.		Invalids.		Widows, &c.			Original survivors.	Original.	Restoration.			
	Original.	Increase.	Total.	Original.	Increase.	Total.	Original.	Increase.							Total.
Number of claims on the file June 30, 1882.	244,964	20,645	265,607	89,822	5,101	180	5,281	1,896	387,647	9,127	396,774	381,284			
Number of claims filed during the year.	35,039	43,870	88,909	12,030	777	315	1,092	281	795	61	856	84,947			
	280,003	64,515	344,518	101,852	5,878	495	6,373	2,177	795,460	9,188	804,648	466,231			
Number of claims admitted.															
Number of claims admitted.	31,801	22,554	54,355	5,283	213	112	325	87	795	23	818	81,704			
Number of claims rejected.	16,801	19,376	36,177	6,540	560	141	701	346	795	53	848	42,667			
Total number disposed of.	48,602	41,930	90,532	11,823	773	253	1,026	433	795,103	76	871	124,371			
Number of claims pending June 30, 1883.															
Number of claims pending June 30, 1883.	181,868	28,961	210,829	58,576	3,597	2,442	6,039	852	271,263	106	271,369	272,275			
Number of claims on rejected files June 30, 1883.	68,534	.....	68,534	37,445	3,008	.....	3,008	1,448	108,408	9,098	117,506	126,215	
Total on the file June 30, 1883.	250,402	29,961	270,363	96,021	6,605	2,442	9,047	2,100	379,671	115	379,786	398,490			

In increase in the number of cases on the rejected files in excess of those added thereto led in the reports of former years. These claims related to wars prior to 1801, and classed as rejected.

Minor children and dependent relatives. In the number of increase claims are included 39 warrants were issued, and 120 applications were rejected. At the close of the year 2,429 were in receipt of a pension January 25, 1879, and granted arrears by the act of that date, in an account of this class, see Table 2.

TABLE B.—List of pension agencies, with location, geographical limits, and names of pension agents, showing the balance of funds in the hands of each agent June 30, 1883.

Location of agency.		Name of agent.	Amount.		Geographical limits.
City.	State.		Army.	Navy.	
Augusta.....	Maine.....	Selden Conner.....	\$694,710 32	\$24,947 29	The State of Maine: The Navy pensioners paid at Boston, Mass. The States of Massachusetts, Rhode Island, and Connecticut: All Navy
Boston.....	Massachusetts.....	D. W. Good.....	\$59,568 91	\$4,620 13	
Chicago.....	Illinois.....	Ada C. Sweet.....	\$80,539 10	12,721 79	
Columbus.....	Ohio.....	A. T. Wilcox.....	\$23,533 78
Concord.....	New Hampshire.....	E. L. Whitford.....	\$63,415 07	.....
Des Moines.....	Iowa.....	Jacob Rich.....	725,145 08	.....
Detroit.....	Michigan.....	Samuel Post.....	491,331 31
Indianapolis.....	Indiana.....	Frederick Knicker.....	725,565 68	.....
Knoxville.....	Tennessee.....	D. T. Boynton.....	\$33,582 88	.....
Louisville.....	Kentucky.....	R. M. Kelly.....	195,649 70
Milwaukee.....	Wisconsin.....	E. Ferguson.....	\$13,385 27	.....
New York.....	New York.....	C. R. Coates.....	1,663,068 80	18,421 64	
Philadelphia.....	Pennsylvania.....	H. G. Sickel.....	1,112,863 36	16,840 75
Pittsburgh.....	Pennsylvania.....	Emmett Kretz.....	502,940 00	.....
San Francisco.....	California.....	Henry Cox.....	45,682 32	12,688 90	
Syracuse.....	New York.....	T. L. Poole.....	\$92,180 16

TABLE 3.—*List of pension agencies, with location, geographical limits, &c.—Continued.*

Location of agency.		Name of agent.	Amount.		Geographical limits.
City.	State.		Army.	Navy.	
Topeka	Kansas	N. A. Adams	668,957 33	The S. Mex The S. the I sign pens
Washington	District of Columbia ..	Theophilus Gaines ..	1,281,890 42	9,801 79	
			12,865,674 56	131,836 28	

Under Executive order dated December 4, 1882, to take effect January 1, 1883, the Navy pensioners then paid at fifteen agencies were consolidated, and thereafter to be paid at Boston, Chicago, Washington, New York City, Philadelphia, and San Francisco, and the pensioners residing in the Indian Territory to be paid at Washington. The balances reported by the agents as on hand June 30, 1883, have since been covered into the Treasury.

TABLE 9.—Statement showing the different rates of pension per month and the number pensioned to each rate of the Army and Navy invalids on the roll June 30, 1883.

Rate per month.	Army.	Navy.	Total.	Rate per month.	Army.	Navy.	Total.
\$1 00.....	1,545	20	1,565	\$13 00.....	136	9	145
1 33.....	1		1	13 25.....	4	19	23
1 60.....				13 33.....	25		25
1 87.....	2		2	13 50.....	19	2	21
2 00.....	22,717	183	22,900	13 75.....	8		8
2 17.....	1		1	14 00.....	2,824	34	2,858
2 25.....	9		9	14 25.....	12	4	16
2 38.....				14 38.....			
2 50.....	17	11	28	14 50.....	5	1	6
2 66.....	581	4	585	14 75.....	2		2
2 75.....				15 00.....	1,630	41	1,671
3 00.....	3,605	47	3,652	15 25.....		1	1
3 20.....	1		1	15 50.....	1	2	3
3 33.....		1	1	15 75.....	1	11	12
3 50.....	1	1	2	16 00.....	1,189	12	1,201
3 66.....	5		5	16 25.....	5	3	8
3 75.....	323	4	327	16 50.....	4		4
4 00.....	53,729	518	54,247	16 66.....	15		15
4 25.....	412		412	16 75.....	5		5
4 50.....				17 00.....	1,106	2	1,108
4 75.....				17 25.....		2	2
5 00.....	1,777	71	1,848	17 50.....	11	2	13
5 25.....	3		3	17 75.....	8		8
5 33.....	527	2	529	18 00.....	5,407	74	5,481
5 50.....	5	1	6	18 25.....		4	4
5 62.....	5		5	18 50.....	6		6
5 66.....	91		91	18 67.....	2		2
5 75.....	11		11	18 75.....	97	2	99
6 00.....	30,816	306	31,122	19 00.....	5	1	6
6 25.....	74		74	19 25.....	9		9
6 37.....	6		6	19 50.....	1	2	3
6 50.....	1	3	4	20 00.....	1,046	21	1,067
6 66.....	38		38	20 75.....		2	2
6 75.....	4		4	21 00.....	5		5
7 00.....	308	2	310	21 25.....	2		2
7 25.....	1		1	21 75.....	1		1
7 50.....	961	24	985	22 00.....	1		1
7 75.....	9	1	10	22 50.....	86	2	88
8 00.....	31,074	454	31,528	23 75.....	1		1
8 25.....	11		11	24 00.....	9,602	124	9,726
8 33.....	1		1	24 50.....	2		2
8 50.....	1,187	1	1,188	25 00.....	275	1	276
8 75.....	11		11	25 75.....		4	4
9 00.....	29	5	34	26 25.....	2		2
9 25.....	21		21	26 66.....	1		1
9 50.....	14	4	18	27 00.....	1		1
9 75.....	2	5	7	27 50.....	5		5
10 00.....	6,461	86	6,547	28 50.....	1		1
10 20.....	2		2	28 75.....			
10 25.....	4		4	30 00.....	5,884	82	5,966
10 50.....	16	5	21	30 75.....		1	1
10 62.....	6		6	31 25.....	195	6	201
10 75.....	1	17	18	31 50.....	20		20
11 00.....	8	10	18	36 00.....	35	1	36
11 25.....	309	14	323	37 50.....	8		8
11 33.....	38		38	38 50.....		1	1
11 50.....	18	3	21	40 00.....	2		2
11 66.....	1		1	40 25.....		1	1
11 75.....	6	3	9	50 00.....	466	12	478
12 00.....	10,099	127	10,226	57 00.....			
12 25.....	15		15	72 00.....	802	27	829
12 38.....	1		1	100 00.....	1		1
12 50.....	199	21	220				
12 67.....	4		4				
12 75.....	538	1	539				
				Total.....	198,643	2,468	201,111

TABLE 10.—Statement of the amount paid for pensions to the survivors of the war of 1812, and to the widows of those who served in that war, since 1871.

Year in which pensions allowed.	Survivors.	Widows.	Total disbursements.
1871 (from February 14, 1871)	\$2, 555 05	\$511 00	\$3, 066 05
1872	1, 977, 415 84	335, 993 63	2, 313, 409 47
1873	2, 078 606 98	689, 303 59	2, 767, 910 57
1874	1, 588, 832 95	616, 016 40	2, 204, 849 35
1875	1, 355, 599 86	533, 000 21	1, 888, 600 07
1876	1, 089, 037 18	445, 772 95	1, 534, 810 13
1877	934, 657 82	361, 548 91	1, 296, 206 73
1878 (act of March 9, 1878)	768, 918 47	294, 572 05	1, 063, 490 52
1879	1, 014, 525 66	2, 192, 699 54	3, 207, 225 20
1880	790, 710 39	2, 658, 058 14	3, 448, 768 53
1881	621, 612 80	2, 381, 800 95	3, 003, 413 75
1882	478, 274 85	2, 024, 207 63	2, 502, 482 48
1883	357, 334 81	1, 882, 542 41	2, 239, 877 22
Total	13, 058, 082 66	14, 416, 027 41	27, 474, 110 07

The act of February 14, 1871, provided a pension at the rate of \$8 per month, from the date of the act, to the surviving soldiers and sailors who served sixty days during the war of 1812, and that the widow was entitled to the same pension the soldier or sailor would have been entitled to had he survived; to commence from the date of the act if he died prior thereto; otherwise from the date of his death, provided she was married to him prior to the treaty of peace and had not since remarried. Disloyalty during the late war was a bar to pension.

The act of March 9, 1878, reduced the term of service to fourteen days, or to one day if in an engagement, removed the disloyalty bar, and repealed the limitation as to the date of marriage to the soldier or sailor, the persons benefited by this act to receive pension from its approval.

TABLE 11.—Army invalid pension claims allowed each year since 1861, showing in each year's allowance the number filed that and preceding years, giving also the percentage of the number which have been allowed out of those filed each year.

Years in which the claims were filed.	The several years in which the claims were allowed, and the number allowed each year.																						Per cent of claims allowed of each year's filing.	
	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.		Total
1862.....	305	258	131	27	19	20	12	11	12	20	6	6	16	4	5	7	4	5	24	78	18	38.	1, 026	75.3
1863.....	3, 657	9, 331	1, 138	517	395	235	185	143	293	156	110	129	159	121	139	147	135	281	415	384	392	18, 462	69.3
1864.....	7, 303	3, 459	844	562	253	166	114	239	139	96	107	101	84	126	109	100	228	395	305	328	15, 058	74.4
1865.....	10, 045	7, 819	1, 863	685	417	223	362	198	132	100	92	96	113	122	92	172	335	284	234	23, 404	85.7
1866.....	12, 724	9, 292	2, 511	1, 150	529	732	440	251	211	185	145	187	202	158	257	477	368	335	30, 154	84.2
1867.....	3, 586	3, 626	1, 132	525	724	349	356	149	153	88	154	139	104	190	339	262	281	12, 157	76.5
1868.....	1, 641	1, 692	421	502	218	196	172	89	56	62	59	49	109	177	124	99	5, 666	77.7
1869.....	2, 238	2, 208	1, 284	493	300	182	142	124	97	102	54	143	312	208	267	8, 154	73.8
1870.....	1, 040	3, 094	1, 639	799	441	273	167	197	132	121	220	451	319	379	9, 272	71.2
1871.....	342	1, 946	1, 055	438	348	214	149	125	100	228	368	243	293	5, 849	66.1
1872.....	434	1, 638	1, 018	371	278	276	214	153	251	404	288	274	5, 653	63.8
1873.....	1, 322	1, 762	674	342	461	253	123	257	454	330	274	6, 252	71.6
1874.....	794	1, 869	606	593	243	188	328	497	384	312	5, 814	62.5
1875.....	937	2, 243	1, 169	483	273	455	756	559	478	7, 353	65.0
1876.....	624	2, 595	1, 844	608	758	1, 219	905	773	9, 326	54.1
1877.....	777	2, 217	1, 464	1, 063	1, 570	1, 050	1, 006	9, 147	55.3
1878.....	908	2, 568	1, 806	2, 385	1, 400	986	10, 053	53.4
1879.....	778	2, 685	7, 767	4, 865	4, 116	20, 211	54.8
1880.....	263	2, 358	9, 825	17, 626	30, 072	27.1
1881.....	155	157	1, 350	1, 662	9.0
1882.....	133	1, 485	1, 618	5.5
1883.....	562	582	1.6
Total	305	3, 915	16, 765	14, 669	21, 923	15, 718	8, 963	6, 991	5, 215	7, 612	6, 018	6, 261	5, 519	5, 397	5, 193	7, 102	7, 303	7, 073	9, 718	20, 912	22, 615	31, 758	236, 945	.....

REPORT OF THE SECRETARY OF THE INTERIOR.

TABLE 12.—Number of original pending claims according to military service, showing the number who are and are not entitled to arrears, also the several causes of delay in their settlement.

Military organizations.	Original invalid pending claims entitled to arrears.										Original invalid pending claims not entitled to arrears.										Summary of invalid and widows' pending claims.									
	Delay chargeable to claimant and others.					Delay in the Pension Office.					Total with arrears.					Aggregate number of original invalid claims pending.														
	Default of claimant for evidence or medical examination.					Awaiting examination of evidence.					Awaiting special examination.					Awaiting action of board of review.										Awaiting action of Medical Division.				
	Awaiting report of Adjutant-General.	Awaiting report of Surgeon-General.	Awaiting replies to letters to witnesses.	Awaiting examination of evidence.	Awaiting special examination.	Awaiting action of board of review.	Awaiting action of Medical Division.	Total with arrears.	Default of claimant for evidence or medical examination.	Awaiting report of Adjutant-General.	Awaiting report of Surgeon-General.	Awaiting replies to letters to witnesses.	Awaiting examination of evidence.	Awaiting special examination.	Awaiting action of board of review.	Awaiting action of Medical Division.	Total without arrears.													
Alabama	81	2		3	15		101	112	10			1	12	1			136	237	62	59	163	195	358							
Arkansas	287	3	5	13	53		366	289	79	1			20		1		390	756	152	148	518	538	1,056							
California	123	1	1		4		130	141	6	4				2			153	283	30	21	100	174	834							
Colorado	115	1		2	3		122	77	13	7							99	221	19	11	141	110	251							
Connecticut	1,218	15	9	52	75	4	1,408	757	16	10	13		29	5	1		832	2,240	384	310	1,702	1,142	2,984							
Delaware	196	6	2	7	7	2	221	159	10				2				172	893	98	68	319	240	559							
Florida	36				3		40	56	3	7			9				76	116	27	27	67	103	170							
Georgia	5						5	7	1								8	13	1	2	6	10	16							
Illinois	8,173	186	103	105	1,057	50	10,111	5,975	387	234	247		9	71	36	18	6,977	17,088	3,247	2,485	13,358	9,462	22,820							
Indiana	8,571	52	34	19	1,158	87	10,014	5,633	104	59	77		6	52	37	12	5,980	15,994	3,054	2,088	13,068	8,068	21,136							
Iowa	3,215	61	46	51	261	15	3,807	2,161	101	69	73		13	10	11	9	2,437	6,244	1,101	835	4,908	3,272	8,180							
Kansas	749	17	12	5	45	1	869	616	13	9	9		2	3	7	1	660	1,529	298	192	1,167	852	2,019							
Kentucky	4,013	68	67	178	865	11	5,337	2,831	326	120	12		415	19	5	5	3,233	8,570	1,456	1,133	6,703	4,366	11,159							
Louisiana	44	1	1		6		55	45	11	2			2	1			62	117	42	37	97	99	196							
Maine	2,131	31	10	123	196	7	3,569	1,427	85	10	25		32	9	5	5	1,548	5,117	621	507	4,190	2,055	6,245							
Maryland	746	24	15	24	123	1	988	574	139	2	1		37	8			1,759	1,747	320	294	1,808	1,053	2,861							
Massachusetts	2,809	60	18	184	182	13	3,290	1,703	66	7	8		51	4	15	2	1,856	5,146	927	852	4,217	2,708	6,925							
Michigan	4,271	77	89		466	24	5,092	1,829	558	20	2			4	81	11	2,455	7,547	1,298	750	6,300	3,205	9,595							
Minnesota	967	8	7	2	72		1,078	925	24	18	23			14	3	4	1,016	2,094	266	238	1,343	1,249	3,592							
Mississippi	6				4		10	5									8	18	8	5	18	13	31							
Missouri	3,264	72	64	136	617	10	4,272	2,876	429	30	10		302	10	3	8	3,177	7,449	1,180	1,000	5,462	4,177	9,629							
Nevada	7						7	2	2	1							5	12	2		9	6	14							
New Hampshire	40	11	5	60	132	1	1,100	79	4	1			16	1	1	1	86	184	18	30	120	116	296							
New York	1,096	11	5	30	60	4	1,300	669	11	3	9		16	1	4		613	1,952	360	273	1,633	845	2,574							

New Jersey.....	1,403	26	18	48	60	120	6	2	1,698	1,260	73	7	7	18	6	2	2	1,375	3,063	475	460	2,163	1,835	3,993
New York.....	12,871	378	76	300	585	809	59	16	15,094	6,540	281	13	22	95	11	6	6	6,979	22,073	4,209	2,601	19,803	9,670	28,073
North Carolina.....	68	1		1	5	150	1	1	227	148	46	8		23	6	1	1	233	460	99	69	326	302	628
Ohio.....	12,146	205	194	418		1,730	61	24	13,778	5,928	1,298	171	24		21	84	13	7,539	21,317	3,678	2,111	17,456	9,650	27,106
Oregon.....	7					1			8	10	3	8			1		1	18	26	3	8	11	21	32
Pennsylvania.....	9,983	105	154	404		1,393	50	23	12,112	5,275	624	420	28		17	77	19	6,460	18,572	4,257	2,124	16,369	8,584	24,953
Rhode Island.....	376	3	1	16	18	16	1	1	432	253	4	1	3	4	1		2	268	700	122	87	554	855	909
South Carolina.....										1								1		1		1	2	2
Tennessee.....	1,783	34	25	61	55	428	2	3	2,391	1,569	290	28	9	187	10	3	1	2,097	4,488	701	624	3,092	2,721	5,813
Texas.....	16	1			1	1			19	9	3			1				13	82	7	5	26	18	44
Vermont.....	1,709	20	10	55	88	92	10	1	1,985	778	9	5	8	14	3	1	2	820	2,805	532	307	2,517	1,127	3,644
Virginia.....						2			2											1		3		3
West Virginia.....	2,136	42	38	58	95	399	7	4	2,779	1,119	256	27	2	109	2	2	3	1,520	4,299	556	479	3,335	1,999	5,334
Wisconsin.....	3,672	31	61	21	9	403	30	12	4,239	2,466	102	73	76	16	24	26	6	2,789	7,028	1,230	835	5,469	3,624	9,093
District of Columbia.....	61			1	10	16			88	66	7	2		7	1			83	171	39	39	127	122	249
Territories.....	15			1					17	16	2							18	35	14	2	31	20	51
Colored troops.....	2,138	51	21	36	77	235	4	3	2,565	2,739	317	102	6	329	8	14	9	3,514	6,079	2,765	1,989	5,330	5,503	10,863
Regular Army.....	1,696	7	8	7	122	115	11	7	1,973	1,659	188	89	8	97	19	7	18	2,035	4,008	836	639	2,809	2,674	5,483
Navy.....	1,091		3	31	64	57	4	1	1,251	1,124		12	94	67	42	7		1,346	2,597	335	317	1,586	1,663	3,249
Old war, prior to 1861.....										1,399	23	1	1	7		1	6	1,438	1,438		268		1,706	1,706
War of 1812, service.....	92	1		11			2		106											906		1,012		1,012
Total invalid.....	93,515	1,604	1,093	2,804	2,113	11,318	437	203	113,087	60,207	5,864	1,525	798	1,938	382	398	172	71,284	184,371	35,726	24,408	148,813	95,692	244,505
Add widows', &c.....	31,411	209	168	182	1,313	2,346	97		35,726	19,166	2,258	116	62	2,422	345	39		24,408	60,134					
Aggregate pending claims.....	124,926	1,813	1,261	2,986	3,426	13,664	534	203	148,813	70,373	8,122	1,641	860	4,360	727	437	172	95,692	244,505	148,813	95,692	148,813	95,692	244,505

TABLE 12.—Number of original pending claims according to military service, &c.—Continued.

Military organizations.	Original widows', &c., pending claims entitled to arrears.										Original widows', &c., pending claims not entitled to arrears.										Summary of invalid and widows' pending claims.					Aggregate number of original widows', &c., claims pending.
	Delay chargeable to claimant and others.					Delay in the Pension Office.					Total with arrears.	Delay chargeable to claimant and others.					Delay in the Pension Office.					Total without arrears.				
	Default of claimant for evidence or medical examination.	Awaiting report of Adjutant-General.	Awaiting report of Surgeon-General.	Awaiting replies to letters to witnesses.	Awaiting examination of evidence.	Awaiting special examination.	Awaiting action of board of review.	Awaiting action of medical division.	Default of claimant for evidence or medical examination.	Awaiting report of Adjutant-General.		Awaiting report of Surgeon-General.	Awaiting replies to letters to witnesses.	Awaiting examination of evidence.	Awaiting special examination.	Awaiting action of board of review.	Awaiting action of medical division.									
Alabama.....	50					9	2	1	62	56			3				59	121	101	136	163	195	358			
Arkansas.....	141	2			5	4			152	135	5	1	6	1			148	300	366	390	518	538	1,056			
California.....	27	1	1			1			30	20		1					21	51	130	153	160	174	334			
Colorado.....	16	2				1			19	11							11	30	122	99	141	110	251			
Connecticut.....	312	1	1		48	17	5		384	153	3		150	4			310	694	1,408	832	1,792	1,142	2,934			
Delaware.....	86				10	2			98	37	1		20	1			68	166	221	172	319	240	559			
Florida.....	26		1						27	25			1	1			27	54	40	76	67	103	170			
Georgia.....						1			1	1			1				2	3	5	8	6	10	16			
Illinois.....	3,112	5	7	3	6	112	2		3,247	2,372	57	11	3	2	88	2	2,485	5,782	10,111	6,977	13,358	9,462	22,820			
Indiana.....	2,868	5	5	2	7	160	7		3,054	1,990	49	13	2	2	80	2	2,088	5,142	10,014	5,980	13,008	8,068	21,136			
Iowa.....	1,062	3	1	1	2	31	1		1,101	800	21	3	1	1	4	5	835	1,936	3,807	2,437	4,908	3,272	8,186			
Kansas.....	284	3	2		4	5			298	186	2	2		1	1		192	490	849	660	1,167	852	2,019			
Kentucky.....	1,183	10	6	11	67	177	2		1,456	1,056	15	1	8	84	18	1	1,133	2,589	5,337	3,233	6,793	4,365	11,159			
Louisiana.....	37					5			42	37							37	79	55	62	97	99	196			
Maine.....	457	4	2	3	87	65	3		621	288	2	2		203	11	1	507	1,128	3,569	1,548	4,190	2,055	6,245			
Maryland.....	268	5	2	2	18	24	1		320	274	7	3		7	3		294	614	948	759	1,308	1,053	2,361			
Massachusetts.....	750	7	4	2	107	55	2		927	463	18	3	1	356	10	1	852	1,779	3,290	1,856	4,217	2,708	6,925			
Michigan.....	1,184	6	11	13		81	3		1,298	357	381	3	4		4	1	750	2,048	5,092	2,455	6,390	3,205	9,595			
Minnesota.....	262	2			3	8			265	231				1	1		238	498	1,078	1,016	1,343	1,249	2,592			
Mississippi.....	7								8	5							5	13	10	8	18	13	31			
Missouri.....	1,083	4	3	6	56	78			1,180	914	11	5	4	46	20		1,000	2,180	4,272	3,177	5,452	4,177	9,629			
Nevada.....	1	1							2									2	7	5	9	5	14			
Nebraska.....	14	2	1		1				18	30							30	48	102	86	120	110	236			
New Hampshire.....	279				50	20	1		350	145		2		119	4	2	272	622	1,339	613	1,040	845	2,574			

New Jersey.....	393	5	1	53	18	2	475	282	10	154	12	2	460	935	1,688	1,875	2,103	1,835	3,938
New York.....	3,367	44	23	491	257	5	4,209	1,028	43	987	31	2	2,691	6,900	15,094	6,979	19,303	9,870	28,973
North Carolina.....	45	...	1	3	50	...	99	57	3	6	2	...	69	168	227	233	326	302	628
Ohio.....	3,321	16	33	...	270	8	3,678	1,168	890	...	27	9	2,111	5,789	18,778	7,539	17,456	9,650	27,106
Oregon.....	3	...	...	...	...	...	3	3	...	...	...	...	3	6	8	18	11	21	82
Pennsylvania.....	3,813	16	31	...	346	16	4,257	1,409	607	...	28	3	2,124	6,381	12,112	6,460	16,369	8,584	24,953
Rhode Island.....	97	2	1	16	4	...	122	51	...	33	2	...	87	209	432	268	554	355	909
South Carolina.....	1	...	...	...	...	...	1	...	...	...	...	...	...	1	...	1	1	1	2
Tennessee.....	591	4	7	27	68	1	701	580	6	25	5	1	624	1,325	2,391	2,097	3,002	2,721	5,813
Texas.....	7	...	...	...	...	...	7	5	...	...	...	...	5	12	19	13	26	18	44
Vermont.....	421	2	3	73	29	2	532	166	...	185	5	1	307	839	1,985	820	2,517	1,127	3,644
Virginia.....	...	...	...	...	1	...	1	...	...	...	...	...	...	1	2	...	3	...	3
West Virginia.....	467	3	2	21	57	1	556	429	10	28	9	...	479	1,035	2,779	1,520	3,335	1,999	5,334
Wisconsin.....	1,155	8	6	3	55	2	1,230	796	19	2	9	...	835	2,065	4,239	2,789	5,469	3,624	9,093
District of Columbia.....	29	...	1	2	4	1	39	37	...	...	1	...	39	78	88	83	127	122	249
Territories.....	13	1	...	...	...	...	14	2	...	...	...	...	2	16	17	18	31	20	51
Colored troops.....	2,343	36	4	107	265	3	2,765	1,849	13	75	30	...	1,989	4,754	2,565	3,514	5,330	5,503	10,883
Regular Army.....	767	8	8	7	43	3	838	604	14	8	6	4	639	1,475	1,973	2,035	2,909	2,674	5,483
Navy.....	291	...	...	3	31	...	335	259	...	7	26	2	317	652	1,251	1,346	1,586	1,663	3,249
Old war, prior to 1861.....	...	...	...	...	...	...	...	255	11	...	...	...	268	268	...	1,438	...	1,706	1,706
War of 1812, service.....	838	1	...	22	...	25	906	...	...	...	...	...	...	906	106	...	1,012	...	1,012
Total widows, &c.....	31,411	209	168	1,313	2,346	97	35,726	19,166	2,258	2,422	345	39	24,408	60,134	113,087	71,284	148,813	95,692	244,505
Add invalids.....	93,515	1,604	1,093	2,113	11,818	437	113,087	60,207	5,864	1,938	382	398	172,711	184,371	...	...	...	...	...
Aggregate pending claims.....	124,926	1,813	1,261	2,986	3,426	534	148,813	70,373	8,122	4,360	727	437	172,955	692,244	505,148	813,955	692,148	813,955	692,244,505

TABLE 13.—Statement of the number of applications filed, the number of pensions allowed and claims pending, showing the number who are and who are not entitled to arrears of these two classes; also a subclassification of the invalids, widows, minor children, and dependent mothers and fathers, showing in each class the number who have applied, the number allowed pension, and the number of claims now pending. Compiled and arranged by States and Territories.

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RECAPITULATION BY STATES, TERRITORIES, &c.

Organisations.	Total applied.	Total admitted.		Total pending.	Invalids.			Widows.			Minors.			Dependents.		
		Not entitled to arrears.	Entitled to arrears.		Applied.	Admitted.	Pending.	Applied.	Admitted.	Pending.	Applied.	Admitted.	Pending.	Applied.	Admitted.	Pending.
Alabama.....	738	258	287	188	327	44	238	328	115	113	100	73	26	21	53	
Arkansas.....	2,361	935	865	561	1,100	219	880	691	333	298	444	830	116	53	122	
California.....	729	267	817	268	501	156	433	72	28	47	18	16	16	16	16	
Colorado.....	510	177	219	111	453	140	288	42	38	38	11	12	32	7	15	
Connecticut.....	11,284	6,597	2,289	1,373	6,921	2,618	2,305	2,133	1,544	588	1,068	773	116	780	492	
Delaware.....	1,728	564	827	244	1,110	877	281	281	107	114	108	90	19	121	168	
Florida.....	268	98	168	105	144	18	123	93	51	43	24	20	18	4	30	
Georgia.....	87	6	23	11	18	0	18	12	6	6	3	0	2	1	4	
Illinois.....	68,447	35,648	21,404	10,758	45,718	22,166	23,522	421	316	805	6,938	5,877	1,061	2,090	1,871	
Indiana.....	29,863	16,410	10,486	9,200	19,065	19,065	21,061	117	510	3,347	6,013	5,239	815	1,006	2,530	
Iowa.....	28,260	14,413	7,766	8,862	17,785	8,117	8,117	743	1,176	1,176	2,690	2,483	141	1,010	1,568	
Kansas.....	8,443	2,576	1,938	1,044	3,031	1,948	1,611	1,611	2,062	2,062	486	1,588	499	1,080	1,991	
Kentucky.....	25,806	5,924	9,434	4,343	14,389	4,889	8,507	580	1,948	1,611	2,062	2,743	1,080	1,991	1,991	

Louisiana	961	428	1	349	173	462	188	374	814	159	155	83	54	29	92	28	64
Maine	23,740	14,578	106	5,940	2,116	14,160	8,276	5,885	2,896	2,124	772	1,576	1,410	166	4,108	2,875	1,233
Maryland	6,280	3,001	5	2,253	1,021	4,104	1,796	2,308	1,065	2,591	474	2,363	2,281	82	3,748	2,838	410
Massachusetts	29,900	18,949	149	8,108	2,694	18,535	10,986	7,549	5,842	3,824	1,518	2,099	1,869	230	3,924	2,419	1,505
Michigan	27,909	16,043	10	9,848	3,513	18,256	8,574	9,682	3,779	2,578	1,201	2,946	2,626	320	2,928	1,275	1,653
Minnesota	6,845	3,253	83	2,214	1,296	4,894	2,118	2,776	712	427	1,285	578	503	75	661	1,287	374
Mississippi	104	15	0	58	31	48	3	45	36	8	28	11	3	8	9	1	6
Missouri	22,656	9,817	21	8,645	4,173	12,906	4,780	9,176	4,068	2,167	1,901	2,907	2,200	607	1,876	741	1,134
Nebraska	533	200	0	207	126	402	136	266	57	22	35	33	25	8	41	17	24
Nevada	36	10	0	15	11	33	10	23	0	0	0	0	0	0	3	0	3
New Hampshire	10,878	6,865	67	3,000	946	6,764	3,964	2,800	1,799	1,366	433	798	719	79	1,517	883	634
New Jersey	13,480	7,643	63	3,762	2,012	8,920	4,691	4,239	2,149	1,407	742	1,015	859	156	1,396	749	647
New York	100,094	55,680	288	33,450	10,676	64,843	32,751	32,092	16,058	10,847	5,211	6,547	5,573	974	12,646	6,797	5,849
North Carolina	1,074	879	0	436	259	634	139	485	226	127	99	92	71	21	122	42	80
Ohio	77,403	38,705	140	27,482	11,076	53,636	23,829	29,807	10,657	6,540	4,117	5,813	4,997	816	7,297	3,479	3,818
Oregon	69	25	0	18	26	61	23	38	6	1	5	2	1	1	0	0	0
Pennsylvania	79,388	42,680	89	26,697	9,922	53,157	26,581	26,576	11,238	7,129	4,109	5,119	4,346	773	9,874	4,713	5,161
Rhode Island	3,523	1,977	8	1,148	390	2,194	1,048	1,146	658	471	187	248	213	35	423	253	170
South Carolina	27	9	0	15	3	14	4	10	10	5	5	1	0	1	2	0	2
Tennessee	12,528	5,045	5	4,799	2,679	7,048	1,802	5,246	2,626	1,583	1,043	1,387	1,087	300	1,467	578	889
Texas	104	33	0	51	20	73	24	49	21	3	18	3	3	0	7	3	4
Vermont	12,630	7,259	51	4,112	1,208	8,331	4,428	3,903	1,516	1,096	420	832	730	102	1,951	1,056	895
Virginia	75	35	0	26	14	43	18	25	10	7	3	6	4	2	16	6	10
West Virginia	10,750	4,400	1	4,513	1,836	7,582	2,655	4,927	1,414	769	645	762	605	157	992	372	620
Wisconsin	26,707	14,251	199	8,213	4,044	18,163	8,912	9,251	3,300	2,222	1,078	2,408	2,110	298	2,836	1,203	1,630
Dakota	39	13	0	21	5	35	12	23	3	0	3	0	0	0	1	1	0
District of Columbia	651	301	8	232	115	361	134	227	165	82	83	46	38	8	79	50	29
Indian Territory	778	837	11	308	122	100	38	62	406	186	221	245	125	120	27	0	27
Montana	1	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0
New Mexico	109	55	0	40	14	44	19	25	41	24	17	7	4	3	17	8	9
Utah	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Washington	15	4	0	5	6	13	4	9	1	0	1	0	0	0	1	0	1
United States Army	15,871	7,936	451	4,969	2,515	10,744	5,486	5,258	2,267	1,306	961	770	559	211	2,090	1,036	1,054
United States volunteers	3,034	1,959	16	1,243	516	1,799	661	1,138	736	356	380	228	148	80	371	110	161
United States colored troops	24,964	8,781	29	10,972	5,182	9,833	2,837	6,986	9,001	3,784	5,217	2,495	1,452	1,043	3,635	737	2,898
Veteran Reserve Corps	158	43	0	97	18	66	2	64	64	28	36	13	7	6	15	6	9
Grand total	712,466	370,205	3,010	238,477	100,774	462,025	217,758	244,267	111,290	68,110	43,180	59,216	49,394	9,822	79,935	37,953	41,982

REPORT

OF THE

COMMISSIONER OF RAILROADS.

DEPARTMENT OF THE INTERIOR,
OFFICE COMMISSIONER OF RAILROADS,
Washington, D. C., November 1, 1883.

SIR: In compliance with the statutory requirements of the act of June 19, 1878 (20 Stat., 169), I have the honor to submit the following report in regard to the operations of this Bureau, and of the condition of the property, business, and accounts of the several railroad companies whose geographical location "is in whole or in part west, north, or south of the Missouri River, and to which the United States have granted any loan or credit or subsidy in bonds or lands."

The accountants of this office have thoroughly investigated the financial condition of the several bonded railways, and have ascertained the amount of net earnings of which the Government is entitled to 25 per centum under the act of May 7, 1878. The results of these examinations will be found in the detailed reports on the Union and Central Pacific Railroads, respectively. Statements in detail of the earnings and expenses, financial condition, and physical characteristics of the various land-grant railways have been compiled from examinations and returns made, and are submitted herewith. The majority of the roads so aided have accorded to officers of this Bureau every facility for the proper examination of their properties and accounts, and a praiseworthy spirit of progress and improvement was observed.

CONDITION OF TRANSPORTATION ACCOUNTS.

Appendix 7 of this report shows in detail the condition of the transportation accounts of the indebted Pacific Railroads to the Government to be as follows:

Transportation services performed for the United States to December 31, 1882, as shown by companies' books.....	\$27, 795, 541 34
Less one-half of charges for transportation prior to 1873, paid to the companies.....	\$4, 295, 187 98
[Act of March 3, 1873, requires <i>all</i> transportation performed for the Government to be withheld. Prior to that time one-half of amount was paid to the subsidized railroads.]	
One-half retained and applied to the credit of the companies, prior to 1873.....	4, 204, 471 03
Transportation services performed and settled for prior to the act of 1873.....	8, 499, 659 01
Remainder applicable to "repayment of interest," to the payment of "5 per cent. of net earnings," and to the payment of requirement for U. S. "sinking fund".....	19, 295, 882 33

APPLICATION.

Included in this remainder of \$19,295,822 33 is transportation on non-aided lines operated by the subsidy roads, amounting to.....	3, 650, 582 23
To which add one-half of remaining transportation on subsidy portions	7, 822, 650 05
Total to bond and interest account.....	\$11, 473, 232 28
One-half transportation (\$15,645,300.10) on subsidized portions, to sinking-fund account.....	7, 822, 650 05
Total	19, 295, 822 33

The total cash payments to December 31, 1882, which have been required from the companies, in addition to the retention of the entire compensation for services, are as follows:

Central Pacific.....	\$1, 282, 264 44
Central Branch Union Pacific	6, 926 91
Union Pacific	\$2, 733, 513 93
Less balance due the Kansas Pacific for excess of transportation over and above the annual requirement for 5 per cent. of its net earnings to December 31, 1881	1, 005, 771 39
Total	1, 727, 742 54
Total	3, 016, 953 89

The Central Pacific Railroad Company has deposited in cash \$1,282,264.44 in the Treasury, but the balance of \$1,727,742.54 due from the Union Pacific Railway Company, which owns and operates the Kansas Pacific Railway as one of its divisions, has not been finally adjusted, owing to the fact that the company claims that items for new construction and new equipment should be deducted from gross earnings before ascertaining the "net earnings," of which the Government is entitled to 25 per centum. This controversy is of long standing. At the instance of this office the whole subject was referred by the Secretary of the Interior to the Department of Justice, and is now under the direction of the Attorney-General.

PASSENGER AND FREIGHT MILEAGE AND RATES.

The following table shows the mileage and rate of compensation for the years 1878, 1879, 1880, 1881, and 1882 of twelve of the leading representative roads of the United States.

The low average mileage of the Central Pacific is occasioned by about four-fifths of the passenger traffic, being what is known as "ferry passengers," the haul of which is about 6 miles, thus proportionately reducing the general or average mileage:

Miles traveled per passenger, with average rate per mile.

Names of roads.	1878.		1879.		1880.		1881.		1882.	
	Per pass.	Rate.	Per pass.	Rate.	Per pass.	Rate.	Per pass.	Rate.	Per pass.	Rate.
	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.
Union Pacific.....	511	3. 27	484	3. 20	.....	.....	166	3. 34	161	3. 30
Central Pacific	28	2. 96	27	2. 72	29	3. 04	31	3. 07	33	2. 93
Louisville and Nashville.....	58	3. 37	57	3. 45	54	3. 51	32	3. 40	40	2. 71
Atchison, Topeka and Santa Fe	147	3. 09	140	3. 06	146	3. 35	.....	.....	149	3. 39
Chicago and Northwestern	35	2. 80	35	2. 80	35	2. 70	37	2. 53	30	2. 52
Chicago, Milwaukee and Saint Paul ..	46	3. 09	50	2. 93	52	2. 84	46	2. 86	51	2. 58
Chicago, Rock Island and Pacific.....	40	2. 97	42	2. 97	44	2. 80	45	2. 67	43	2. 51
Lake Shore and Michigan Southern....	49	2. 29	50	2. 22	53	2. 14	56	1. 99	55	2. 16
New York, Lake Erie and Western ..	29	2. 19	35	2. 09	33	2. 04	33	2. 02	33	1. 95
New York Central and Hudson River.	34	2. 01	36	2. 02	40	1. 99	42	1. 86	43	1. 80
Pennsylvania	27	2. 36	26	2. 28	26	2. 25	25	2. 18	23	2. 25
Boston and Albany	19	2. 24	19	2. 14	19	2. 08	20	1. 97	20	1. 90

mbs of miles per ton of freight, with average rate per ton per mile.

Names of roads.	1878.		1879.		1880.		1881.		1882.	
	Per ton.	Centa.	Per ton.	Centa.	Per ton.	Centa.	Per ton.	Centa.	Per ton.	Centa.
	<i>Miles.</i>	<i>Rate.</i>	<i>Miles.</i>	<i>Rate.</i>	<i>Miles.</i>	<i>Rate.</i>	<i>Miles.</i>	<i>Rate.</i>	<i>Miles.</i>	<i>Rate.</i>
Union Pacific	434	2.27	439	1.99	.....	.....	379	1.99	349	1.89
Central Pacific	219	2.75	211	2.78	264	2.34	266	2.14	290	1.81
Louisville and Nashville	84	1.66	85	1.53	149	1.61	96	1.55	91	1.35
Atchison, Topeka and Santa Fé	218	2.12	242	2.51	280	2.43	.....	.....	257	2.29
Chicago and Northwestern	160	1.72	160	1.56	155	1.49	147	1.47	146	1.47
Chicago, Milwaukee and Saint Paul	165	1.80	197	1.72	155	1.76	163	1.70	184	1.48
Chicago, Rock Island and Pacific	209	1.56	228	1.43	231	1.21	211	1.22	210	1.28
Lake Shore and Michigan Southern	220	.73	230	.64	222	.75	221	.62	206	.63
New York, Lake Erie and Western	199	.97	191	.78	196	.84	179	.81	164	.75
New York Central and Hudson River	265	.93	255	.81	240	.87	228	.78	211	.73
Pennsylvania	158	.92	156	.80	150	.88	146	.80	114	.87
Boston and Albany	125	1.13	119	1.10	113	1.21	110	1.04	110	1.07

I have also had prepared a table of the earnings, mileage, and rates of compensation for passenger and freight traffic over the Union and Central Pacific roads from the first year of their operation to the latest yearly returns, as complete as the data accessible would admit. They show a steady increase in mileage and volume of business and decrease in rates of compensation.

Central Pacific Railroad.

Years.	Number of miles.	Passengers.			Average passenger per mile.	Freight.			Average per ton per mile.	Per passenger.	Per ton.
		Number.	Carried one mile.	Gross receipts.		Gross tons.	Carried one mile.	Gross receipts.			
1870	992.07			\$3,581,506 18	Cents.	442,890		\$3,232,479 25	Cents.	Miles.	Miles.
1871	1,054.84			3,486,239 29				4,653,811 75			
1872	1,176.41		106,120,000	4,065,210 00	3.83	948,114	190,510,000	6,967,444 58	3.66		209
1873	1,254.48		120,838,000	4,418,417 42	3.66	941,000	248,793,000	7,462,894 92	3.60		264
1874	1,265.97		134,318,000	4,723,866 94	3.52	1,029,000	280,395,000	7,986,894 92	2.85		272
1875	1,349.26		168,336,000	5,509,369 32	3.27	1,096,000	316,593,000	9,938,303 58	3.14		289
1876	1,423.94	5,772,659	172,639,000	5,539,304 43	3.24	1,284,000	363,460,000	10,778,618 34	2.96	30	283
1877	1,905.95	6,275,979	181,715,000	5,433,704 35	3.02	1,415,000	363,542,000	10,095,349 87	2.78	29	257
1878	2,118.74	6,978,188	178,773,825	5,204,913 07	2.96	1,787,786	392,281,710	10,802,276 40	2.75	26	219
1879	2,325.25	6,803,479	180,779,711	4,919,254 63	2.72	1,864,335	392,950,000	10,934,573 39	2.78	27	211
1880	2,492.26	6,707,345	191,415,400	5,819,794 23	3.04	2,140,879	565,063,768	13,245,857 79	2.34	29	264
1881	2,707.00	7,032,366	218,117,760	6,692,823 27	3.07	2,757,193	733,285,889	15,842,139 01	2.14	30	266
1882	3,111.81	7,688,514	255,824,363	7,474,216 12	2.92	3,109,697	902,981,309	16,302,882 72	1.81	33	290

Union Pacific Railway.

Years.	Number of miles.	Passengers.			Average passenger per mile.	Freight.			Average per ton per mile.	Per passenger.	Per ton.
		Number.	Carried one mile.	Gross receipts.		Number of tons.	Carried one mile.	Gross receipts.			
1870	1,038.68	142,623	74,917,335	\$8,818,627 55	Cents.		71,779,106	\$8,058,514 71	4.26	Miles.	Miles.
1871	1,038.68	180,561	78,994,927	3,123,510 08	5.10		134,205,887	3,629,488 94	2.70	525	
1872	1,038.68	165,688	80,663,871	3,370,312 41	4.23		178,145,755	4,768,419 07	2.67	568	
1873	1,038.68	174,994	95,709,054	3,887,204 48	4.13		223,361,542	5,516,907 58	2.47	487	453
1874	1,038.68	188,877	105,138,205	3,952,858 55	4.06	487,484	262,238,837	5,664,781 33	2.16	556	544
1875	1,038.68	209,831	132,591,343	4,346,014 00	3.76	492,000	269,414,989	6,641,512 00	2.47	632	537
1876	1,038.68	202,648	128,032,924	4,307,602 00	3.28	501,410	292,002,076	7,304,123 00	2.50	632	464
1877	1,038.68	185,691	107,888,371	3,599,756 00	3.36	629,947	334,644,870	7,597,681 00	2.27	581	467
1878	1,038.68	188,315	96,204,250	3,150,409 00	3.34	716,112	364,014,080	8,295,678 00	2.27	511	494
1879	1,038.68	207,020	100,151,148	3,207,910 00	3.27	844,019	364,014,080	8,692,414 00	2.27	484	459
1880	1,816.73			5,406,125 00	3.20	992,886	436,054,149	15,218,507 00	1.90		
1881	1,820.90	807,141	153,570,005	5,131,571 39		2,065,080	783,331,084	15,559,528 00	1.99	166	379
1882	1,820.90	961,420	157,527,336	5,197,760 96	3.84	2,101,635	732,791,064	13,905,489 63	1.89	161	349

CONDITION OF THE BOND AND INTEREST ACCOUNT.

The public debt statement issued by the Treasury Department June 30, 1883, shows the condition of the accounts with the several Pacific Railroad Companies, but takes no account of moneys in the sinking funds held by the Treasurer of the United States, or of the compensation for services not at that time settled by the accounting officers. In the following statement the semi-annual interest which matured July 1, 1883, is included under the heading "Interest paid by the United States."

Name of railway.	Principal outstanding.	Interest accrued and not yet paid by the United States.	Interest paid by the United States.	Interest repaid by transportation to credit of bond and interest account.		Balance of interest paid by the United States.
				By transportation services.	By cash payment, 5 per cent. of net earnings.	
Central Pacific	\$25,885,120 00	\$776,553 60	\$23,452,555 27	\$4,592,158 25	\$648,271 96	\$18,212,125 06
Western Pacific	1,970,560 00	59,116 60	1,668,248 94	9,367 10	.....	1,658,881 94
Union Pacific	27,236,512 00	817,095 36	24,957,856 41	8,933,292 87	.....	16,024,557 54
Kansas Pacific	6,303,000 00	189,090 00	6,129,333 09	2,969,049 59	.....	3,160,283 50
Central Branch U. P.	1,600,000 00	48,000 00	1,549,808 26	152,157 10	6,926 91	1,390,724 25
Sioux City & Pacific.	1,628,320 00	48,849 60	1,464,297 49	121,855 39	.....	1,342,942 10
Total	64,623,512 00	1,938,705 36	59,222,093 46	16,777,380 20	655,198 87	41,789,514 39

The total indebtedness of the several subsidized Pacific Railroads to the United States on June 30, 1883, is as follows:

TOTAL DEBT.

Union Pacific (including Kansas Pacific):		
Principal	\$33,539,512 00	
Accrued interest	31,087,183 50	
		\$64,626,695 50
Central Pacific (including Western Pacific):		
Principal	27,855,680 00	
Accrued interest	25,120,304 21	
		52,976,484 21
Sioux City and Pacific:		
Principal	1,628,320 00	
Accrued interest	1,464,297 49	
		3,092,617 49
Central Branch Union Pacific:		
Principal	1,600,000 00	
Accrued interest	1,549,808 26	
		3,149,808 26
Total		123,845,605 46

TOTAL CREDIT.

Transportation services performed and money paid into the Treasury:

Union Pacific:		
Transportation services, applied to bond and interest account	\$11,902,342 46	
Half transportation, applied to sinking fund under act of May 7, 1878	1,536,379 10	
Interest on sinking-fund investments	96,318 49	
		\$13,535,040 05

Central Pacific:		
Transportation services, applied to bond and interest account.....	\$4,601,525 25	
Cash payment, 5 per cent. net earnings, under acts of 1862 and 1864.....	648,271 96	
Cash payment, sinking fund, under act of May 7, 1878	633,992 48	
Half transportation applied to sinking fund, under act of May 7, 1878	1,650,452 68	
Interest on sinking-fund investments	119,570 70	
		\$7,653,813 07
Sioux City and Pacific:		
Transportation services applied to bond and interest account....		121,355 39
Central Branch Union Pacific:		
Transportation services applied to bond and interest account	\$152,157 10	
Cash payment, 5 per cent. net earnings, under acts of 1862 and 1864	6,926 91	
		159,084 01
Total.....		21,469,292 52
Balance in favor of the United States, but not due until maturity of principal, 1895-'99.....		102,376,312 94

RECAPITULATION.

Due from Union Pacific.....	\$51,091,655 45
Due from Central Pacific.....	45,322,671 14
Due from Sioux City and Pacific.....	2,971,262 10
Due from Central Branch Union Pacific.....	2,990,724 25
Total.....	102,376,312 94

In this connection I submit the following table showing the number of miles which have been aided, the date of acceptance by the President, date of issue of bonds, amount of principal which the several Pacific Railroads have received from the United States, and the amount of interest to maturity:

UNION PACIFIC RAILROAD.

Section number.	Miles.	Date of acceptance by the President of the United States.	Date of issue of bonds.	Amount of principal.	Interest at 6 per cent. for 30 years.	Total principal and interest.
1.....	40	Jan. 24, 1866	Jan. 27, 1866	\$640,000 00	\$1,152,000 00	\$1,792,000 00
2.....	25	May 1, 1866	May 7, 1866	400,000 00	720,000 00	1,120,000 00
3.....	40	June 25, 1866	June 26, 1866	640,000 00	1,152,000 00	1,792,000 00
4.....	20	July 12, 1866	July 13, 1866	320,000 00	576,000 00	896,000 00
5.....	35	Aug. 8, 1866	Aug. 9, 1866	560,000 00	1,008,000 00	1,568,000 00
6.....	45	(*)	Sept. 11, 1866	720,000 00	1,296,000 00	2,016,000 00
7.....	35	Oct. 12, 1866	Oct. 13, 1866	560,000 00	1,008,000 00	1,568,000 00
8.....	30	Nov. 6, 1866	Nov. 7, 1866	480,000 00	864,000 00	1,344,000 00
9.....	35	Jan. 2, 1867	Jan. 8, 1867	560,000 00	1,008,000 00	1,568,000 00
10.....	40	June 10, 1867	June 10, 1867	640,000 00	1,152,000 00	1,792,000 00
11.....	40	July 5, 1867	July 6, 1867	640,000 00	1,152,000 00	1,792,000 00
12.....	35	Aug. 27, 1867	Aug. 29, 1867	560,000 00	1,008,000 00	1,568,000 00
13.....	35	Oct. 1, 1867	Oct. 2, 1867	560,000 00	1,008,000 00	1,568,000 00
14.....	35	Nov. 4, 1867	Nov. 5, 1867	560,000 00	1,008,000 00	1,568,000 00
15.....	20	Dec. 11, 1867	Dec. 13, 1867	320,000 00	576,000 00	896,000 00
16.....	{ 15,188 14,888	Jan. 25, 1868	Jan. 27, 1868	957,000 00	1,722,000 00	2,679,000 00
17.....	20	May 15, 1868	May 16, 1868			
18.....	20	May 16, 1868	May 18, 1868	960,000 00	1,728,000 00	2,688,000 00
19.....	20	June 12, 1868	June 12, 1868	960,000 00	1,728,000 00	2,688,000 00
20.....	20	June 16, 1868	June 18, 1868	960,000 00	1,728,000 00	2,688,000 00
21.....	20	July 21, 1868	July 22, 1868	960,000 00	1,728,000 00	2,688,000 00
and 23.	{ 35,188 4,888	July 23, 1868	July 24, 1868	1,841,000 00	3,313,800 00	5,154,800 00
4.....	20	July 23, 1868	July 24, 1868			
		Aug. 8, 1868	Aug. 11, 1868	640,000 00	1,152,000 00	1,792,000 00

UNION PACIFIC RAILROAD—Continued.

Section number.	Miles.	Date of acceptance by the President of the United States.	Date of issue of bonds.	Amount of principal.	Interest at 6 per cent. for 30 years.	Total principal and interest.
25.....	20	Aug. 27, 1868	Aug. 28, 1868	\$640,000 00	\$1,152,000 00	\$1,792,000 00
26.....	20	Sept. 5, 1868	Sept. 7, 1868	640,000 00	1,152,000 00	1,792,000 00
27.....	20	Sept. 5, 1868	Sept. 7, 1868	640,000 00	1,152,000 00	1,792,000 00
28.....	20	Sept. 22, 1868	Sept. 23, 1868	640,000 00	1,152,000 00	1,792,000 00
29.....	20	Oct. 21, 1868	Oct. 21, 1868	640,000 00	1,152,000 00	1,792,000 00
30.....	20	Nov. 19, 1868	Nov. 19, 1868	640,000 00	1,152,000 00	1,792,000 00
31.....	40	Dec. 5, 1868	Dec. 7, 1868	1,280,000 00	2,304,000 00	3,584,000 00
32.....	20	Dec. 12, 1868	Dec. 14, 1868	640,000 00	1,152,000 00	1,792,000 00
33.....	20	Dec. 16, 1868	Dec. 18, 1868	640,000 00	1,152,000 00	1,792,000 00
34.....	20	Dec. 23, 1868	Dec. 24, 1868	640,000 00	1,152,000 00	1,792,000 00
35.....	20	Dec. 23, 1868	Dec. 24, 1868	640,000 00	1,152,000 00	1,792,000 00
36.....	20	Jan. 28, 1869	Jan. 29, 1869	640,000 00	1,152,000 00	1,792,000 00
37 and 38.	40	Feb. 9, 1869	Feb. 10, 1869	1,280,000 00	2,304,000 00	3,584,000 00
39.....	20	July 15, 1869	July 16, 1869	640,000 00	1,152,000 00	1,792,000 00
40.....	13 ¹¹ / ₁₆	July 15, 1869	Nov. 6, 1869	437,000 00	786,600 00	1,223,600 00
41.....	5	July 15, 1869	July 14, 1870	161,512 00	290,721 60	452,233 60
	1,038 ¹¹ / ₁₆			27,236,512 00	49,025,721 60	76,262,233 60

* Report dated September 1, 1866. No date to President's acceptance.

CENTRAL PACIFIC RAILROAD.

Section number.	Miles.	Date of acceptance by the President of the United States.	Date of issue of bonds.	Amount of principal.	Interest at 6 per cent. for 30 years.	Total principal and interest.
	7 ¹¹ / ₁₆ 23 ¹¹ / ₁₆		Jan. 16, 1865	\$1,258,000 00	\$2,264,400 00	\$3,522,400 00
1.....	23		Aug. 14, 1865	384,000 00	691,200 00	1,075,200 00
			Oct. 16, 1865	256,000 00	460,800 00	716,800 00
			Nov. 29, 1865	464,000 00	835,200 00	1,299,200 00
	20		Mar. 6, 1866	640,000 00	1,152,000 00	1,792,000 00
2.....	20	Oct. 24, 1867	Oct. 29, 1866	320,000 00	576,000 00	896,000 00
			July 10, 1866	640,000 00	1,152,000 00	1,792,000 00
			Oct. 25, 1867	320,000 00	576,000 00	896,000 00
			Jan. 14, 1867	640,000 00	1,152,000 00	1,792,000 00
3.....	20	July 9, 1868	July 10, 1868	320,000 00	576,000 00	896,000 00
4.....	24	Dec. 10, 1867	Dec. 11, 1867	1,152,000 00	2,073,600 00	3,225,600 00
5.....	19 ¹¹ / ₁₆ 1 ¹¹ / ₁₆	June 8, 1868	June 9, 1868	948,000 00	1,702,800 00	2,648,800 00
6.....	20	June 8, 1868	June 9, 1868	640,000 00	1,152,000 00	1,792,000 00
7.....	37	Aug. 8, 1868	Aug. 4, 1868	1,184,000 00	2,131,200 00	3,315,200 00
8.....	40	Aug. 12, 1868	Aug. 13, 1868	1,280,000 00	2,304,000 00	3,584,000 00
9.....	35	Sept. 7, 1868	Sept. 11, 1868	1,120,000 00	2,016,000 00	3,136,000 00
10.....	20	Sept. 18, 1868	Sept. 19, 1868	640,000 00	1,152,000 00	1,792,000 00
11.....	20	Oct. 10, 1868	Oct. 12, 1868	640,000 00	1,152,000 00	1,792,000 00
12.....	20	Oct. 10, 1868	Oct. 12, 1868	640,000 00	1,152,000 00	1,792,000 00
13.....	20	Oct. 23, 1868	Oct. 26, 1868	640,000 00	1,152,000 00	1,792,000 00
14.....	20	Nov. 3, 1868	Nov. 3, 1868	640,000 00	1,152,000 00	1,792,000 00
15.....	20	Nov. 10, 1868	Nov. 11, 1868	640,000 00	1,152,000 00	1,792,000 00
16.....	20	Dec. 1, 1868	Dec. 5, 1868	640,000 00	1,152,000 00	1,792,000 00
17.....	20	Dec. 5, 1868	Dec. 7, 1868	640,000 00	1,152,000 00	1,792,000 00
18.....	20	Dec. 28, 1868	Dec. 29, 1868	640,000 00	1,152,000 00	1,792,000 00
19.....	20	Jan. 13, 1869	Jan. 13, 1869	640,000 00	1,152,000 00	1,792,000 00
20.....	20	Jan. 27, 1869	Jan. 28, 1869	640,000 00	1,152,000 00	1,792,000 00
21.....	20	Feb. 16, 1869	Feb. 17, 1869	640,000 00	1,152,000 00	1,792,000 00
22.....	20	May 27, 1869	Feb. 17, 1869	1,066,000 00	1,918,800 00	2,984,800 00
23.....	20	May 27, 1869	Mar. 2, 1869	1,333,000 00	2,399,400 00	3,732,400 00
24.....	20	May 27, 1869	May 27, 1869	1,786,000 00	3,214,800 00	5,000,800 00
25.....	100	May 27, 1869	May 27, 1869	1,814,000 00	2,865,200 00	4,679,200 00
26.....	20 ¹¹ / ₁₆	July 15, 1869	July 15, 1869	268,000 00	482,400 00	750,400 00
27.....	47 ¹¹ / ₁₆	July 15, 1869	July 16, 1869	1,510,000 00	2,718,000 00	4,228,000 00
			Nov. 28, 1869	4,120 00	7,416 00	11,536 00
	787 ¹¹ / ₁₆			25,885,120 00	46,593,216 00	72,478,336 00

KANSAS PACIFIC RAILWAY.

Section number.	Miles.	Date of acceptance by the President of the United States.	Date of issue of bonds.	Amount of principal.	Interest at 6 per cent. for 30 years.	Total principal and interest.
1.....	40	Oct. 28, 1865	Oct. 28, 1865	\$640,000 00	\$1,152,000 00	\$1,792,000 00
2.....	22	Dec. 20, 1865	Jan. 4, 1866	352,000 00	633,600 00	985,600 00
3.....	23	May 8, 1866	May 8, 1866	368,000 00	662,400 00	1,030,400 00
4.....	20	July 8, 1866	July 9, 1866	320,000 00	576,000 00	896,000 00
5.....	25	Oct. 15, 1866	Oct. 15, 1866	400,000 00	720,000 00	1,120,000 00
6.....	25	Jan. 22, 1867	Jan. 23, 1867	400,000 00	720,000 00	1,120,000 00
7.....	30	May 4, 1867	May 6, 1867	480,000 00	864,000 00	1,344,000 00
8.....	25	June 10, 1867	June 10, 1867	400,000 00	720,000 00	1,120,000 00
9.....	24	Aug. 12, 1867	Aug. 13, 1867	384,000 00	691,200 00	1,075,200 00
10.....	25	Sept. 19, 1867	Sept. 20, 1867	400,000 00	720,000 00	1,120,000 00
11.....	26	Oct. 25, 1867	Oct. 26, 1867	416,000 00	748,800 00	1,164,800 00
12.....	20	Dec. 2, 1867	Dec. 3, 1867	320,000 00	576,000 00	896,000 00
13.....	30	Jan. 9, 1868	Jan. 14, 1868	480,000 00	864,000 00	1,344,000 00
14.....	25	Apr. 27, 1868	Apr. 28, 1868	400,000 00	720,000 00	1,120,000 00
15.....	20	May 30, 1868	June 6, 1868	320,000 00	576,000 00	896,000 00
16.....	13 ²⁴⁴⁴ ₁₈₆₈	Oct. 31, 1868	Nov. 2, 1868	223,000 00	401,400 00	624,400 00
	393 ²⁴⁴⁴ ₁₈₆₈			6,803,000 00	11,345,400 00	17,648,400 00

CENTRAL BRANCH UNION PACIFIC RAILROAD.

1.....	20	July 12, 1866	July 19, 1866	\$320,000 00	\$576,000 00	\$896,000 00
2.....	20	Dec. 6, 1866	Dec. 6, 1866	320,000 00	576,000 00	896,000 00
3.....	20	Apr. 29, 1867	May 1, 1867	320,000 00	576,000 00	896,000 00
4.....	20	Dec. 3, 1867	Dec. 3, 1867	320,000 00	576,000 00	896,000 00
5.....	20	Jan. 20, 1868	Jan. 30, 1868	320,000 00	576,000 00	896,000 00
	100			1,600,000 00	2,880,000 00	4,480,000 00

SIOUX CITY AND PACIFIC RAILROAD.

1.....	20	Mar. 27, 1868	Mar. 30, 1868	\$320,000 00	\$576,000 00	\$896,000 00
2.....	49 ¹⁴ ₁₈₆₈	Mar. 9, 1868	Mar. 10, 1868	792,000 00	1,425,600 00	2,217,600 00
3.....	32 ¹⁴ ₁₈₆₈	Mar. 2, 1869	Mar. 3, 1869	516,320 00	929,376 00	1,445,696 00
	101 ¹⁴ ₁₈₆₈			1,628,320 00	2,930,976 00	4,559,296 00

WESTERN PACIFIC RAILWAY.

1.....	20	.....	Jan. 26, 1867	\$320,000 00	\$576,000 00	\$896,000 00
2.....	20	Sept. 1, 1869	Sept. 3, 1869	320,000 00	576,000 00	896,000 00
3.....	63	Oct. 27, 1869	Oct. 28, 1869	1,008,000 00	1,814,400 00	2,822,400 00
4.....	20 ¹⁴ ₁₈₆₉	Jan. 21, 1870	Jan. 22, 1870	322,000 00	579,600 00	901,600 00
	123 ¹⁴ ₁₈₆₉		Jan. 22, 1872	560 00	1,008 00	1,568 00
				1,970,560 00	3,547,008 00	5,517,568 00

RECAPITULATION.

From—	To—	Mile posts.	Number of miles.	Bonds per mile.	Total amount of bonds issued.	Land per mile.	Total amount of land covered by grant.	Patented to June 30, 1883.
UNION PACIFIC RAILROAD.								
Omaha, Nebr	Nine miles west of Cheyenne.....	0 to 525.078	525.078	\$16,000 00	\$8,401,248 00	Acres. 12,800	Acres. 6,709,984	.....
Nine miles west of Cheyenne.....	Dana, Wyo	525.078 to 675.078	150.	48,000 00	7,200,000 00	12,800	1,920,000	.....
Dana, Wyo	Five miles west of Ogden, Utah.....	675.078 to 1,038.068	363.002	32,000 00	11,636,264 00	12,800	4,654,105	.....
Total.....	.....	.....	1,038.080	.....	27,236,512 00	.....	13,384,089	1,954,523.08
KANSAS PACIFIC RAILWAY.								
Kansas City, Mo	To a point between Monument and Gopher Stations, Kans.	0 to 393.9425	393.9425	16,000 00	6,303,000 00	12,800	5,042,464	963,714.03
Total both roads.....	.....	.....	1,432.0105	.....	33,539,512 00	.....	18,426,553	2,918,237.11
CENTRAL PACIFIC RAILROAD.								
Sacramento, Cal	Arrede, Cal.....	0 to 7.18	7.18	16,000 00	114,880 00	12,800	91,904	.....
Arrede, Cal.	Near Reno, Nev	7.18 to 157.18	150	48,000 00	7,200,000 00	12,800	1,920,000	.....
Near Reno, Nev	Five miles west of Ogden, Utah.....	157.18 to 737.50	580.32	32,000 00	18,570,240 00	12,800	7,428,096	.....
Total.....	.....	.....	737.50	.....	25,885,120 00	.....	9,440,000	780,879.40
WESTERN PACIFIC RAILROAD.								
San José, Cal.....	Brighton, Cal	0 to 123.16	123.16	16,000 00	1,970,560 00	12,800	1,576,448	446,230.65
Total both roads.....	.....	.....	860.66	.....	27,855,680 00	.....	11,016,448	1,227,110.05
CENTRAL BRANCH UNION PACIFIC RAILROAD.								
Atchison, Kansas.....	Waterville, Kans	0 to 100	100	16,000 00	1,600,000 00	12,800	1,280,000	187,447.99
SIOUX CITY AND PACIFIC RAILROAD.								
Sioux City, Iowa	Fremont, Nebr., via California Junction	0 to 101.77	101.77	16,000 00	1,623,320 00	6,400	651,328	41,398.23

CONDITION OF THE SINKING-FUND ACCOUNTS.

Appendix 8 of this report gives a detailed statement showing the condition of the sinking-funds of the Union and Central Pacific Companies, respectively, held by the Treasurer of the United States under the act of Congress approved May 7, 1878, from which it will be seen that on June 30, 1883, these funds amounted to \$4,036,713.45; the Central Pacific having to its credit \$2,404,015.86, and the Union Pacific \$1,632,697.59.

Investments have been made by the Secretary of the Treasury as follows:

Character of bonds.	Central Pacific.	Union Pacific.	Total.
Funded loan of 1881, 5 per cent.....	\$736,700 00	\$256,450 00	\$993,150 00
Funded loan of 1907, 4 per cent.....	199,100 00	82,650 00	231,750 00
Currency notes, 6 per cent.....	444,000 00	361,000 00	805,000 00
Principal.....	1,379,800 00	650,100 00	2,029,900 00
Premium paid.....	179,563 73	124,065 43	303,629 16
Total cost.....	1,559,363 73	774,165 43	2,333,529 16

On June 30, 1883, the amounts remaining in the United States Treasury, *uninvested*, were as follows:

Credit of the Central Pacific.....	\$844,652 13
Credit of the Union Pacific.....	858,532 16
Total.....	1,703,184 29

That the sinking-fund has not accomplished the result anticipated is quite evident, and may be regarded as practically a failure for want of suitable investment. The last investment for the Union Pacific was made April 6, 1881, at which time a premium as high as 35 per centum was paid, but the company repeatedly protested against such high rates of premium. Reference to the foregoing table will show that the sum of \$650,100 has been invested at a cost of \$124,065.43, or an average premium of nearly 20 per centum. On June 30, 1882, the amount in the sinking-fund uninvested was \$407,441.99, and on June 30, 1883, it had increased to \$858,532.16. This is a manifest hardship to the company, as the amount should be drawing a fair rate of interest, and correspondingly diminishes the available fund in the hands of the Government.

The last investment for the Central Pacific was made November 27, 1882, the sum of \$541,800 having been invested, at a premium of 2 per centum, in the funded loan of 1881 continued at $3\frac{1}{2}$ per centum. The sum of \$1,379,800 has been invested for this company at a cost of \$179,563.73. On June 30, 1883, the amount in the sinking-fund uninvested was \$844,652.13.

Section 3 of the act of May 7, 1878, provides that the "sinking-fund shall be invested by the Secretary of the Treasury in bonds of the United States," and directs that preference be given the 5 per cent. bonds, but it evidently was not foreseen that the 6, 5, and 4 per cent. bonds might be called in or extended at a lower rate of interest.

In my report for 1882, page 12, for reasons there more fully stated, it was recommended—

That section 3 of the act of May 7, 1878, be so amended as to authorize the Secretary of the Treasury to invest the sinking-funds in the first mortgage bonds of the

companies, or such bonds as have been issued to them by the United States, or in other good and sufficient securities, and to convert the bonds now held by the Treasurer of the United States in said sinking-funds into money at the market rates, and reinvest the same in like securities.

This recommendation is respectfully renewed, but it is suggested that if the present sinking-fund method is to be continued, it would be a more simple and equitable plan to have all amounts paid by the companies covered into the Treasury and credited with a certain rate of interest per annum, say 3 per cent., thus avoiding all questions of investments, premiums, &c.

FUNDING THE DEBT.

I again urgently commend to the consideration of Congress the propriety of commuting the present sinking-fund method of payment of the debts of the subsidized railroads to one of fixed obligations having the same lien, and of fixed amounts, and payable at fixed periods.

It is of the first importance that the method adopted should be certain in its operation and result, and have due regard to the security of the Government and the rights of the companies.

Although I have discussed this subject at some length in my last report, it is one of such great importance that I deem it proper to restate the argument with additional suggestions:

Should the present sinking-fund method be continued, we may venture upon an approximation of its results, as follows:

CENTRAL PACIFIC RAILROAD.

Principal sum of bonds advanced	\$27,855,680 00
Thirty years' interest, at 6 per cent.....	50,140,224 00
Total	77,995,904 00
Deduct transportation, &c., approximately, in round numbers, first fifteen years.....	\$6,000,000
Deduct transportation, &c., approximately, in round numbers, last fifteen years, at present rates	13,500,000
By accumulation of sinking-fund for the next fifteen years, estimated at \$500,000 per annum, together with amount already in sinking-fund, at 3 per cent. per annum.....	12,500,000
	<u>32,000,000 00</u>
Balance due United States at maturity of bonds.....	45,995,904 00

UNION PACIFIC RAILWAY.

Principal of bonds advanced	\$27,236,512 00
Thirty years' interest, at 6 per cent.....	49,025,721 60
Total	76,262,233 60
Deduct transportation, &c., approximately, in round numbers, for first fifteen years.....	\$12,000,000
Deduct transportation, &c., approximately, in round numbers, for last fifteen years, at the present rate.....	16,500,000
By accumulation of sinking fund for the next fifteen years, estimated at \$900,000 per annum, together with amount already in sinking fund, at 3 per cent. per annum.....	22,500,000
	<u>51,000,000 00</u>
Balance due United States at maturity of bonds.....	25,262,233 60

It is manifest that when the bonds mature, at the close of the present century, the present sinking fund will not be sufficient to meet them, and if left to be dealt with then as a mere book account, with the risk of possible diminution of income from the rapidly increasing competition which they must surely encounter, adjustment may then be more difficult and embarrassing than now.

The balance unpaid at maturity will be, as nearly as can now be estimated, from the Central Pacific, say, \$46,000,000, and from the Union Pacific, say, \$25,000,000; an aggregate of \$71,000,000.

If the debt were extended for fifty years, even at present Government interest of 3 per cent. per annum, it would require annual payments from the Central Company at first of about \$2,200,000, running down at the end to about \$947,600, and from the Union Company at first about \$1,250,000, running down to about \$515,000.

These amounts are approximations only and would vary somewhat upon close calculation of the value of the debt at any given time and upon proper commutation of the interest.

The Union Pacific and Central Pacific roads and their connections are much the most important railroads with which the Government has to do. It is of the highest importance to devise the best method of securing to the Government the certain reimbursement of its advances, with due regard to the rights and interests of the company, the Government, and the people so largely dependent upon their proper maintenance. In this connection, the original purposes of the Government in aiding their construction, and which are of no less importance now than then, should have due weight.

The necessities under which they originated, and which are so ably expressed by Justice Davis in delivering the opinion of the court in *United States vs. Union Pacific Railroad* (91 U. S. R., 79), may be recalled with profit. He says:

"Many of the provisions in the original act of 1862 are outside of the usual course of legislative action concerning grants to railroads, and cannot be properly construed without reference to the circumstances which existed when it was passed. The war of the rebellion was in progress, and owing to complications with England the country had become alarmed for the safety of our Pacific possessions.

"The enterprise was viewed as a national undertaking for a national purpose, and the public mind was directed to the end in view rather than to the particular means for securing it. Although the road was a military necessity, there were other reasons active at the time in producing an opinion for its completion besides the protection of an exposed frontier; there was a vast unpeopled territory lying between the Missouri and Sacramento Rivers which was practically worthless without the facilities afforded by a railroad for the transportation of persons and property. With its construction the agricultural and mineral resources of this territory could be developed, settlements made where settlements were possible, and thereby the wealth and power of the United States largely increased; and there was also the pressing want, in time of peace even, of an improved and cheaper method for the transportation of the mails and of supplies for the Army and the Indians.

"It was in presence of these facts that Congress undertook to deal with the subject of this railroad. The difficulties in the way of building it were great and by many intelligent persons considered insurmountable.

"The scheme for building a railroad two thousand miles in length, across mountains, over deserts, and through a country inhabited by Indians, jealous of intrusion upon their rights, was universally regarded at the time as a bold and hazardous undertaking. It is nothing to the purpose that the apprehended difficulties in a great measure disappeared after trial, and that the road was constructed at less cost of time and money than had been considered possible. No argument can be drawn from the wisdom that comes after the fact.

"The project of building the road was not conceived for private ends, and the prevalent opinion was that it could not be worked out by private capital alone. It was a national work, originating in national necessities, and requiring national assistance.

"The primary object of the Government was to advance its own interests, and it endeavored to engage individual co-operation as a means to an end—the securing a road which could be used for its own purposes."

The purposes of Congress in granting the liberal aid extended to these companies, so forcibly expressed by Justice Davis, were held to be important elements in arriving at the true construction of their charters, and are not now to be overlooked in considering their present relations to the Government. All these purposes have been much more than realized, and it has been frequently and officially stated that the actual saving, year by year, to the Government greatly exceeds the whole annual interest paid.

I am the more convinced that immediate action should be taken by Congress in this matter for the reason that each year demonstrates more clearly the fact that the present sinking fund method is a practical failure, and I invite particular attention to the detailed report on the

Central Pacific Railroad Company, from which it will be seen that the earnings on the subsidized portion of the road diminished in greater proportion during the year 1882 than on the non-aided and leased lines. The average decrease on the entire system was \$462 per mile; but on the aided portion it was at the rate of \$553 per mile, as against \$227 on the non-aided portion.

But whether this falling off of earnings on the subsidized portion of the road is due to the natural changes in traffic incident to the opening of new and competing lines, or has been purposely diverted from one line to another, it works equally to the same result in reducing the gross earnings of the roads out of which the 25 per cent. of the net earnings required to be paid under the act of May 7, 1878, is to be derived. But from whatever causes the fact arises, it is not perceived how the Government can interpose to change the direction of transportation of either passengers or freights. Such inquiry would be environed with almost insurmountable difficulties of both law and fact.

The gross receipts of the Union Pacific also decreased, but the diminution of operating expenses left the 25 per cent. of net earnings slightly increased.

Under the decision of the First Comptroller, affirmed and adopted by the Secretary of the Treasury, in his circular of June 27, 1883, the Government is liable to pay in cash for all services rendered by the bonded Pacific railroads over any portions of their road owned, leased, or operated, which have not been subsidized in bonds. The total service for the Government rendered by the Union Pacific for the year 1882, over all its lines, was \$1,139,709.38, of which \$932,975.41 was upon the subsidized portion, leaving the sum of \$206,733.97 as due the company in cash. The Central Pacific rendered service during the same period amounting to \$1,051,862.46, of which \$403,754.26 was upon the subsidized line, leaving \$648,108.20 as due the company in cash. The services of the Sioux City and Pacific amounted to \$30,888.22, of which \$10,231.05 was upon the subsidized portion, leaving \$20,657.17 as due the company in cash. The Central Branch Union Pacific performed services amounting to \$35,287.42, of which \$12,538.58 was on the subsidized portion, leaving \$22,748.84 as due the company in cash.

It is clear that under this decision, which is in accord with the decision of the Court of Claims in *Union Pacific Railway Company vs. United States* (16 Ct. Cls., 353), the companies have a manifest interest in diverting traffic from the subsidized portions of the road. But if they accept the provisions of a bill which funds the indebtedness in long payments and directs that all moneys for services over the aided lines, or upon any lines owned, leased, or operated by them, be credited upon the books of the Treasury until the bond of redemption next to mature shall have been fully paid, the entire transportation of the Government over all these roads would be pledged and applied to the liquidation of the debt as it matures, and insure its absolute payment within the limited time.

Should the decrease in the earnings of the aided lines continue to even an approximate proportion to the decrease of the last year, it will be readily perceived that the 25 per cent. of net earnings to which the Government is entitled would be so reduced as to render this increasingly inadequate as related to the vast magnitude of the debt.

At the rate provided for in the Thurman act it would require a century or more to accumulate a fund sufficient to discharge this debt, and with strong probability that by this method it cannot be done. Nor would it be practicable to increase the percentage without manifest det-

riment, as well to the companies as their patrons. The payment, by whatever mode it be collected, must come from the earnings of the road. If the rates be too high the burden falls with onerous weight upon the business, and would work directly in the interest of non-aided competing lines.

It would seem to be of less consequence whether the debt be paid in fifty or sixty, or even a hundred years, if its ultimate payment be absolutely assured, than that oppressive burdens be imposed upon the commerce between the Atlantic and Pacific coasts. A proper net compensation must remain to the owners of the roads, if they are to receive the watchful care and necessary maintenance which safety and success demand.

The construction of these roads has been pronounced by the Supreme Court of the United States, to have been a national necessity so urgent as to admit of no delay, and confessedly involving the integrity of the Union. The energy with which they were built is well illustrated in the fact that they were completed within seven years less time than the limit established by law, and at a time when the currency bonds issued to the companies realized an average of only about 75 per cent. in gold. And they must be repaid at par.

It was doubtless expected that the compensation for Government transportation would equal the current interest; that it has not, has been a disappointment as well to the companies as to the Government, but had the charges for transportation continued at the rate prior to their construction it would greatly have exceeded the interest.

The Government has the advantage, and is entitled to it, of the reduced expenses of transportation which has resulted from their construction, and in this view the saving to the Government has greatly exceeded the current interest it has paid. It is also fairly to be considered that the national purposes have all been more than realized in the increased sales of public lands, the extension of civilization, the suppression of Indian wars, and the consequent great diminution of expenses, the establishment of States, and the strengthening of the ties which have bound the States of the Pacific coast indissolubly to the Union.

All these considerations appeal with great force to the liberality of Congress, but whatever weight they may have in guiding their discretion, this office can regard the question only in the light of the best method of securing the certain payment of this vast and constantly-increasing debt, and the payment of which, if left to the present methods, is at least doubtful. Upon full consideration of the whole subject, I am strengthened in the convictions expressed in my report for 1882, that the interests of the Government will be best promoted by commuting the present uncertain and variable book-account payments into bonded payments of fixed amounts. It would seem to be judicious that, if such measure be adopted, the act should provide that the largest payments should be made first, whilst the responsibility of the company is known, and by constant and fixed diminution of the debt so reduce the deferred payments that they will not be endangered by any contingencies of the future.

I therefore renew the recommendation—

First. That if the sinking-fund is to be continued, the discretion of the Secretary of the Treasury should be enlarged as to the investment of the fund.

Second. That Congress consider the practicability of commuting the present book-account indebtedness for securities having the same lien and of fixed amount and payable at fixed periods.

RAILROAD RATES.

Appendix 12 gives a summary of the powers conferred and the duties required of the railroad commissioners in the several States in which they have been appointed. Great diversity of State policy as to railroad rates and management is manifest, and the problem of inter-State commerce becomes increasingly important and difficult. Reflection has strengthened my convictions of the necessity of national legislation upon this subject. State legislation is wholly inadequate to control the abuses of which the people so justly complain—especially should the “wars” of rates be controlled in the interests of the people and the roads. They usually arise from selfish conflicts of interests, and often from breach of faith which State legislation cannot control, and they are frequently instigated by merely stock-jobbing speculations.

It is estimated that there were not less than 113,329 miles of railways operated in the United States at the close of the year 1882, which, at the low estimate of \$30,000 per mile, have cost over \$3,400,000,000. There have been moved upon these roads in the same time 360,500,000 tons of freight, being about 7 tons per head of population, the value of which freight would probably be over \$15,000,000,000, or nearly ten times the valuation of the whole foreign trade of the country. The gross receipts were \$770,000,000; the payments for interest \$149,000,000; for dividends, \$102,000,000; and for labor and materials not far from \$490,000,000. There were 1,400,000 persons employed in operating these roads, and probably 400,000 upon construction of new lines, which would be $3\frac{1}{2}$ per cent. of the whole population of the country directly dependent upon the railways for employment and support.

These vast interests, upon which the prosperity of the whole country is so necessarily dependent, cannot be wisely dealt with except upon the fullest information and with great caution.

It is undoubtedly true that the railroads are subjected to competitions which they cannot control, upon the ocean, the lakes, and upon the rivers, and that such competition has resulted in giving to the United States the cheapest railroad transportation in the world; but this does not justify the continuance of abuses which can and ought to be restrained, with manifest advantage to every interest involved; but such correction, to be effective, must proceed from Federal authority. All the trunk lines run through many States, each independent within its own jurisdiction, and jealous alike of all interference by the General Government, and of the rival and often hostile legislation of adjoining States.

What legislation will judiciously and yet effectively remedy the abuses under which both the companies and the people suffer, is a subject upon which the most experienced differ, and as to which there is much popular misapprehension.

Whilst the State Commissioners exercise in many instances healthful influence on railroad management within their respective State jurisdictions, they are powerless in the presence of abuses, however flagrant, which extend beyond State lines, nor could any unison of State action provide a remedy. The limited jurisdiction of the States involves conflicts with both the General Government and their sister States. Diverse decisions have been rendered by the highest judicial tribunals of neighboring States upon State laws of like import and purpose.

The supreme court of Iowa, in *Carlton & Co. vs. Illinois Central Railroad Company*, decided, February 12, 1882, that “a railroad company has the right, as a common carrier, to make its own contracts and disregard

any laws of a State which seek to regulate shipments to parts beyond the limits of the State, such laws being repugnant to the Federal Constitution."

In the United States circuit court for the southern district of Iowa, in the case of *William Kaciser vs. The Illinois Central Railroad Company*, in an opinion filed October, 1883, Mr. Crary, circuit judge, held that—

A statute of Iowa fixing the maximum rate to be charged by railroad companies for carrying freight within the State is invalid so far as by its terms it applies to through shipments from points within the State to points without the State, because it is a regulation of commerce among the States, and if upheld would enable the State to discriminate against the commerce of other States.

The supreme court of Illinois, in *The People vs. The Wabash, Saint Louis and Pacific Railway Company*, decided September 28, 1882, that "while the act of the Illinois legislature of May 2, 1873, to prevent unjust discrimination in the rates of charges of railway companies, may affect commerce, it cannot be said to be a law regulating commerce among the several States within the meaning of the Federal Constitution."

Like diversity is found in the decisions of other States, but the conflicting views are well discussed in the cases cited.

In *Myrick vs. Michigan Central Railroad Company* (107 U. S. R., 109), Mr. Justice Field, delivering the opinion of the court, discussing one branch of the question, says:

If the doctrine of the supreme court of Illinois as to what constitutes a contract of carriage over connecting lines of roads is sound, it ought to govern not only in Illinois, but in other States; and yet tribunals of other States, and a majority of them, hold the reverse of the Illinois court, and coincide with the views of this court. Such is the case in Massachusetts. (*Nutting vs. Connecticut River Railroad Company*, 1 Gray (Mass.), 502; *Burroughs vs. Norwich and Worcester Railroad Company*, 100 Mass., 26.) If we are to follow on this subject the ruling of the State courts we should be obliged to give a different interpretation to the same act—the reception of goods marked for a place beyond the road of the company—in different States, holding it to imply one thing in Illinois and another in Massachusetts.

That Congress has complete jurisdiction of the whole subject is no longer doubted. The Supreme Court of the United States has frequently asserted it, and the State courts have not questioned it.

In *Hall vs. De Cuir* (95 U. S. R., 488), Chief Justice Waite, in a full discussion of the subject, and citing many authorities, says:

We think it may safely be said that the State legislation which seeks to impose a direct burden upon inter-State commerce or to interfere directly with its freedom does encroach upon the exclusive power of Congress.

Justice Clifford, delivering a concurring opinion (p. 491), says:

Power to regulate commerce is by the Constitution vested in Congress; and it is well-settled law that the word "commerce," as used in the Constitution, comprehends navigation, which extends to every species of commercial intercourse between the United States and foreign nations, and to all commerce with the several States, except such as is completely internal, and which does not extend to or affect the other States.

Railroads, in their relation to the business of the country and the harmonious adjustment of their own complex relations, may be said to be still in their infancy—passing through formative discipline and experience, and slowly working towards more just as well as more efficient methods. It would seem to be well that those companies which are disposed to favor stability of administration shall be assisted by the strong force of positive law to resist the obstructive methods of less enlightened and progressive roads.

The universal use and absolute dependence of inter-State commerce

upon railroads give constant rise to new questions under new conditions, which only experience can properly solve. It would seem that true wisdom would hasten slowly in dealing with this great problem, seeking the fullest information as the only true basis for wise legislation. The solution must lie in the just application of the laws of trade and commerce, with such authoritative regulation by law as will hold abuses in check, and this power can be derived only from Federal law of universal application. I have felt it to be my duty to again call attention to this subject, although I have not thought it appropriate to discuss the question in detail.

Any law not based upon full information might work great injustice to the companies and be inadequate to the proper protection of the people. Experience has shown that unreasonable laws cannot be enforced, and in many instances have worked such great embarrassment to transportation as to become inoperative by common consent. Many such laws hastily enacted have been quickly repealed.

I therefore respectfully renew my former recommendation that a commission be appointed to take into consideration the whole subject, and report to Congress the facts necessary for intelligent and efficient action upon the subject.

UNIFORMITY OF RAILWAY SIGNALS.

This office has repeatedly called attention to the great dissimilarity of railway signals in use in this country, but more particularly in the report for 1882, page 19, and has urged legislative action on the subject, but the question is now in a fair way of reaching a speedy settlement, owing to the united action of the various railways.

At the general time convention of railway managers held at Saint Louis, April 11, 1883, a committee was appointed "to take into consideration the feasibility of adopting a system of uniform signals." At the October meeting of the same convention, the committee submitted an exhaustive report, which was accepted, and the secretary directed to have it printed and illustrated in detail, and a copy furnished to all roads in the country, with the request that they signify their assent or objection, the result to be reported at the next meeting for future consideration.

This action on the part of the railway officials demonstrates the fact that the importance of having a uniform system for all the roads is appreciated, and it is quite probable that the matter will finally be determined by the next convention.

TIME STANDARDS.

The question of uniform time standards for railways of the United States has long attracted the attention of railway managers, but Mr. W. F. Allen, editor of the Traveler's Official Guide, and secretary of the time conventions, is entitled to the credit of having perfected the admirable system which was adopted by the general time convention of railway managers, held at Chicago, October 11, 1883, and ratified by the southern railway time convention, held at New York, October 17, 1883.

As this is a subject of great interest to the entire country, a brief synopsis of the general principles governing the proposed plan is deemed appropriate in this report.

Under the present system each railway is operated independently on the local time of some principal point or points on said road, but this plan was found to be highly objectionable, owing to the fact that some fifty standards, intersecting and interlacing each other, were in use throughout the country. By the plan which has been adopted this number will be reduced to four, the difference in time being one hour between each, viz, the 75th, 90th, 105th, and 120th degrees of longitude west from Greenwich. The adoption of these standards will not cause a difference of more than thirty minutes from the local time at any point which is now used as a standard. The new arrangement goes into effect November 18, 1883, and all changes of time are to occur at the termini of roads, or at the ends of divisions. The seventy-fifth meridian being almost precisely the central meridian for the system of roads now using standards based upon the time of the Eastern cities, and the ninetyeth meridian being equally central for roads now running by the time of Western cities, the time of these meridians has been adopted for the territory which includes 90 per cent. of the whole railway system of the country. Nearly all of the larger cities have abolished local time and adopted that of the nearest standard meridian in use by the railways. The following tables show differences of time at points in the United States and the Dominion of Canada, which are at present established standards for the running of trains on one or more roads:

Compared with seventy-fifth meridian time.
(Five hours slower than Greenwich time.)

Albany, N. Y., time is 5 minutes faster.
Baltimore, Md., time is 6 minutes slower.
Bath, Me., time is 20 minutes faster.
Boston, Mass., time is 16 minutes faster.
Charleston, S. C., time is 15 minutes slower.
Detroit, Mich., time is 32 minutes slower.
Hamilton, Ontario, time is 19 minutes slower.
Montreal, Quebec, time is 6 minutes faster.
New London, Conn., time is 12 minutes faster.
New York City time is 4 minutes faster.
Philadelphia, Pa., time is 1 minute slower.
Port Hope, Canada, time is 14 minutes slower.
Port Huron, Mich., time is 30 minutes slower.
Portland, Me., time is 19 minutes faster.
Providence, R. I., time is 14 minutes faster.
Richmond, Va., time is 10 minutes slower.
Savannah, Ga., time is 24 minutes slower.
Toronto, Canada, time is 17 minutes slower.
Washington, D. C., time is 8 minutes slower.

Compared with one hundred and fifth meridian time.
(Seven hours slower than Greenwich time.)

Denver, Colo., time is exactly the same.
Laramie, Wyoming Territory, time is 6 minutes slower.
Salt Lake City Utah Territory, time is 28 minutes slower.

Compared with ninetyeth meridian time.
(Six hours slower than Greenwich time.)

Atchison, Kans., time is 24 minutes slower.
Atlanta, Ga., time is 22 minutes faster.
Chicago, Ill., time is 9 minutes faster.
Cincinnati, Ohio, time is 22 minutes faster.
Columbus, Ohio, time is 28 minutes faster.
Detroit, Mich., time is 28 minutes faster.
Dubuque, Iowa, time is 3 minutes slower.
Hannibal, Mo., time is 1 minute slower.
Houston, Tex., time is 24 minutes slower.
Indianapolis, Ind., time is 16 minutes faster.
Jefferson City, Mo., time is 9 minutes slower.
Kansas City, Mo., time is 19 minutes slower.
Louisville, Ky., time is 18 minutes faster.
Macon, Ga., time is 29 minutes faster.
Minneapolis, Minn., time is 13 minutes slower.
Mobile, Ala., time is 8 minutes faster.
Nashville, Tenn., time is 13 minutes faster.
New Orleans, La., time is exactly the same.
Omaha, Nebr., time is 24 minutes slower.
Port Huron, Mich., time is 30 minutes faster.
Saint Louis, Mo., time is 1 minute slower.
Saint Paul, Minn., time is 12 minutes slower.
Savannah, Ga., time is 36 minutes faster.
Selma, Ala., time is 12 minutes faster.
Sioux City, Iowa, time is 26 minutes slower.
Terre Haute, Ind., time is 10 minutes faster.
Vicksburg, Miss., time is 3 minutes slower.
Winona, Minn., time is 7 minutes slower.

Compared with one hundred and twentieth meridian time.

(Eight hours slower than Greenwich time.)

Kalama, Washington Territory, time is 10 minutes slower.
Portland, Oreg., time is 10 minutes slower.
San Francisco, Cal., time is 10 minutes slower.

Differences of time at various points in the United States and Dominion of Canada, compared with 12 noon at Washington, D.C., each one of the following-named points being the established standard for the running of trains upon one or more roads :

Albany, N. Y., 12.13 p. m.	Indianapolis, Ind., 11.24 a. m.	Port Huron, Mich., 11.34 a. m.
Atchison, Kans., 10.47 a. m.	Jefferson City, Mo., 10.59 a. m.	Portland, Me., 12.27 p. m.
Atlanta, Ga., 11.30 a. m.	Kalama, Wash., 8.58 a. m.	Portland, Oreg., 8.56 a. m.
Baltimore, Md., 12.02 p. m.	Knoxville, Tenn., 11.32 a. m.	Providence, R. I., 12.22 p. m.
Bath, Me., 12.28 p. m.	Laramie, Wyo., 10.02 a. m.	Richmond, Va., 11.58 a. m.
Boston, Mass., 12.24 p. m.	Louisville, Ky., 11.26 a. m.	Rome, Ga., 11.32 a. m.
Charleston, S. C., 11.43 a. m.	Macon, Ga., 11.37 a. m.	St. Louis, Mo., 11.07 a. m.
Chicago, Ill., 11.17 a. m.	Minneapolis, Minn., 10.55 a. m.	St. Paul, Minn., 10.56 a. m.
Cincinnati, O., 11.30 a. m.	Mobile, Ala., 11.16 a. m.	St. Stephen, N. B., 12.39 p. m.
Columbus, S. C., 11.44 a. m.	Moncton, N. B., 12.48 p. m.	Salt Lake City, Utah, 9.40 a. m.
Columbus, O., 11.36 a. m.	Montreal, Can., 12.14 p. m.	San Francisco, Cal., 8.58 a. m.
Denver, Col., 10.08 a. m.	Nashville, Tenn., 11.21 a. m.	Savannah, Ga., 11.44 a. m.
Detroit, Mich., 11.36 a. m.	New London, Conn., 12.20 p. m.	Selma, Ala., 11.20 a. m.
Dubuque, Iowa, 11.05 a. m.	New Orleans, La., 11.08 a. m.	Sionx City, Iowa, 10.42 a. m.
Halifax, N. S., 12.51 p. m.	New York, 12.12 p. m.	Terre Haute, Ind., 11.18 a. m.
Hamilton, Ont., 11.49 a. m.	Omaha, Nebr., 10.44 a. m.	Toronto, Can., 11.51 a. m.
Hannibal, Mo., 11.07 a. m.	Philadelphia, Pa., 12.07 p. m.	Vicksburg, Miss., 11.05 a. m.
Houston, Tex., 10.44 a. m.	Port Hope, Can., 11.54 a. m.	Winona, Minn., 11.01 a. m.
60° Meridian time.....		1.08 p. m.
75° Meridian time.....		12.08 noon.
90° Meridian time.....		11.08 a. m.
105° Meridian time.....		10.08 a. m.
120° Meridian time.....		9.08 a. m.

UNION PACIFIC RAILWAY COMPANY.

The properties and accounts of this company have been carefully examined during the present year. The main line, from Ogden to Omaha, is now all laid with steel rails. Grades and curvatures are being reduced and a large amount of stone and gravel ballast has been put in track. The Kansas division—main line of 639 miles, from Kansas City to Denver—has 450 miles of steel rails; the cuts are being widened to 30 feet, and in a number of places the track raised for the better protection against snow.

The Union Pacific Railway Company, as at present constituted, is a consolidation of the following-named roads: The Union Pacific Railroad Company, the Denver Pacific Railway and Telegraph Company, and the Kansas Pacific Railway Company, formerly the "Union Pacific Railroad Company, Eastern Division," which was the successor of the Leavenworth, Pawnee and Western Railroad Company. The consolidation was effected on the 26th of January, 1880. The mileage of each road, separately, is as follows:

	Miles.
Union Pacific	1,042.413
Kansas Pacific	671.100
Denver Pacific	106.000
Total owned and operated.....	1,819.513
	=====

The following portions of the road have received a subsidy in bonds, &c.:

Bridge Junction, Omaha, Nebr., to Ogden Station, Utah, 1,029.4840 miles; Ogden Station, Utah, to junction with Central Pacific Railroad (leased and operated by Central Pacific Railroad Company), 5 miles; Kansas City, Mo., to a point between Monument and Gopher stations, 393.9425 miles.

Reports show that December 31, 1882, there were operated in the interests of the company an aggregate length of 2,872 miles of connecting railroads, of which 380 miles had been constructed in 1882. Although some of these lines had been operated at a loss to the Union Pacific Company, the aggregate result for the year netted the sum of \$2,211,099.35.

The coal mined by the company for the use of its locomotives and

shops, and also for sale, amounted to 738,220 tons, which cost an average of \$1.46½ loaded on cars. Of this quantity there were sold 259,636 tons, at an average of \$5.59 per ton. The coal mines worked by the company are situated at six different localities in the State of Colorado and in the Territories of Wyoming and Utah. The coal of each locality has a distinctive character, but all the varieties are good for steaming purposes, and, in addition, the coal from Rock Springs and Grass Creek is especially valuable for domestic use. The discovery and development of these mines in a country where wood is very scarce and expensive has proven to be of great advantage to the company both directly and through its ability to supply consumers along the line of its road with fuel at a low price.

During the year ending December 31, 1882, the Laramie Rolling Mill turned out 11,709 tons of re-rolled iron rails, of 50 and 58 pounds per yard, and 5,884,339 pounds of bar iron, splices, spikes, bolts, and nuts. The rails were laid on the lines of controlled roads, and the rail fastenings were used both for those lines and the steel rails on the company's main lines. Arrangements have been made to substitute gas furnaces for the heating furnaces now in use at this mill, which will not only effect a large saving in the cost of fuel, but it is thought will improve the quality of the iron manufactured.

Locomotive service has been improved by the addition of 12 powerful consolidation engines, at a cost of \$172,273.39, to take the place of 16 locomotives which were considered too light for economical service, and which were sold to the Salt Lake and Western, Utah Central, and Oregon Short Line Railroads for \$186,000. There were added to the car equipment during the year 12 coaches from Pullman's Palace Car Company, 25 refrigerator cars, and 133 freight and other cars, less 30 flat cars and 1 portable tank sold and 1 box car burned.

During the past year 16,854 tons of steel rails were laid in renewal of track. There were 690,637 cross-ties of oak, cedar, and pine laid in place of old ties taken up.

Six iron truss bridges, having a total length of 2,028 feet, have been built in place of wooden bridges, and additional iron truss bridges are in course of construction.

The management realizes the necessity, in view of the great increase in weight of locomotive engines, and of the actual doubling of the carrying capacity of freight cars, of very materially increasing the strength of their bridges, which is being done. Ninety pile bridges, aggregating a length of 6,150 feet, have been built. In addition to entire renewals, as mentioned above, renewals of stringers, caps, &c., have been made to 74 truss and pile bridges, having an aggregate length of 4,485 feet.

To avoid delay to trains, and in order to afford proper facilities for handling freight business, it was considered necessary to lay 37 miles of new side-track during the year. Iron rails but slightly worn, taken from the main track, were used for this purpose.

The following statement of the location, construction, cost and condition of the artesian wells on the main line of the Union Pacific Railway will be found of much interest, as showing the great difficulty and expense of obtaining water for supplying engines, &c.:

Statement of artesian wells, September 20, 1883.

Location.	do wn.	Depth.	Total cost.	Cost per foot.	Feet of casing.	Water.	
						Quantity.	Quality.
		<i>Feet.</i>					
Omaha	1878-'79	712	\$6,048 38	\$8 50	701	Ample....	Poor.
Separation	1872-'73	1,103	17,541 97	15 90	1,002	do	Do.
Creston	1872	300	1,504 66	5 01	200	Limited...	Do.
Washakie	1872	638	3,340 37	5 23	56	do	Fair.
Washakie, No. 2	1882-'83	737	4,095 15	5 55	322	Ample...	Do.
Red Desert	1872-'73	503	3,345 30	6 65	150	do	Do.
Red Desert, o. 2	1882	763	1,785 61	2 34	515	Limited...	Do.
Red Desert, No. 3	Aug 1883	360	637 82	To September 1st.			
Fillmore	1881-'82	1,353	9,182 15	6 78	882	Ample ..	Fair.
Table-Rock	1881-'82	1,402	9,106 64	6 49	860	do	Poor.
Harpers	1882	425	2,648 38	6 23	293	do	Do
Bitter Creek	1872	696	8,230 45	11 82	639	do	Do
Point of Rocks	1872	1,000	2,819 37	2 82	50	do	Good.
Thayer	1882	947	1,632 14	1 72	265	Limited ..	Poor.
Salt Wells	1881-'82	2,300	10,167 82	4 42	560	None	
Rock Springs	1872	1,145	15,331 62	13 39	408	Ample....	Poor.
Rock Springs, No. 2	1882	1,535	13,204 08	8 60	1,085	do	Good.
Rawlins	1882-'83	402	5,955 16	14 81	300	do	Do.

In addition to the cost of sinking these wells, is that of constructing water-tanks—standard, and of 50,000 to 56,000 gallons capacity—upon iron columns with heavy stone foundation; and of a stationary engine, and house, costing about \$4,000 in all. From these figures it will readily be seen that the water supply is difficult and expensive.

Denver, South Park and Pacific Railroad.—This property, which is operated by and in the interests of the Union Pacific Company, is 264 miles in length, and is doing a fairly profitable business. The gross earnings for 1882 were \$1,558,723.48; operating expenses, \$1,181,273.88; leaving surplus for the Union Pacific of \$377,449.60.

This property, which is so important a factor in the Union Pacific system, was carefully and very thoroughly gone over, in company with the several officers, and found to be in excellent condition. As mentioned in my last year's report, this road penetrates an exceedingly rich mining district, affording large and increasing freightage.

At the time of inspection the Platte River was very high and great difficulty was experienced in keeping the track along the precipitous sides of the mountains from washing away. Numerous gangs of workmen were stationed along the line, lowering heavy blocks of stone into the stream, which rushes down the cañon with tremendous force.

On the Breckenridge branch the line has been extended since last year, 13 miles to Keystone, using 58-pound steel rails. The track is much above the average of new narrow-gauge roads. It is contemplated that the line shall be extended to Montezuma, some 6 miles. A fine iron bridge, 128 feet span, on this new extension, crosses the Blue River, west of Dillon, just below Ten-Mile and the Snake Rivers. From Como to Fairplay, and thence to London Junction, which road has been completed during the past year, the track was found to be well constructed and maintained.

The snow-sheds near the Alpine tunnel are being strengthened, and the portions which were carried down the mountain sides by snow avalanches last winter are being replaced by much stronger ones.

About 17 miles of track have been built since my report for 1882, westwardly from Gunnison to the coal banks. The track is well constructed, and laid with 52-pound steel rails. It is expected that traffic over this road will be heavy, as a splendid body of coal of good quality and great

abundance has been discovered near Crested Butte, and is now being vigorously worked, and to good advantage. There will also be a heavy traffic from the operations of the silver mines along the line.

One 2-span iron bridge, 256 feet long, crosses the Gunnison River on this new line, and one 82½-foot iron span crosses the Ohio Creek.

Taken as a whole, the Denver, South Park and Pacific Railroad will compare favorably with any other narrow-gauge in the country.

The Colorado Central Narrow-Gauge, from Denver to Georgetown, was gone over and found to be in good shape. Part of the track is laid with 52-pound steel rails, and has 3,000 cross-ties per mile. The maximum grade is 210 feet per mile, and the sharpest curve is 38°, which is near the "Three Brothers." This road is being extended to Leadville over the mountains for a distance of about 72 miles, under the name of the Georgetown, Breckenridge and Leadville Railway. When completed this will form the shortest and most direct route between Denver and Leadville, a distance of 124 miles. This line, leaving the Colorado Central Railroad at Georgetown, passes up the middle fork of Clear Creek, crossing the Continental Divide at Loveland Pass by a tunnel 3,200 feet in length, and then following down the waters of the Snake River, joins the Denver, South Park and Pacific Railroad at Dillon, which road is now being constructed from that point to Leadville. The portion of this line that is completed is from Georgetown to Greymont, a distance of 8½ miles, leaving some 21½ miles on which there is no work done between Greymont and the connection with the South Park Road. From personal inspection, and profiles referred to this office, it was learned that the portion of the line most difficult of location was between Georgetown and Silver Plume. At one portion there was an elevation of 460 feet to overcome in a distance of 6,000 feet. It is expected that this will form an important line between the two cities of Denver and Leadville.

The Oregon Short-Line Railroad, which is being constructed from Granger—156 miles east of Ogden—northwestwardly to meet the extension of the Oregon system, was not examined on this inspection trip, but it was stated by officers of the road that it had been completed 80 miles beyond Shoshone, or about 400 miles from Granger. The grading is nearly finished, and it is expected that the entire line, to a connection with the Oregon Railway and Navigation Company's Road, near the mouth of Burnt River, in Oregon, will be completed by January 1, 1884.

The total grant of land to the Union Pacific Company, as at present consolidated, is estimated at 19,100,000 acres, of which 3,545,331.86 acres had been patented to June 30, 1883.

The following statements have been carefully prepared from the books and accounts of this company and from reports rendered to this office :

Comparative statement of earnings and expenses of the Union Pacific Railway Company.

	Year ending June 30, 1883.	Year ending June 30, 1882.	Difference.		
			Increase or decrease.	Amount.	Per cent.
EARNINGS.					
Passenger	\$4,946,648 46	\$5,195,526 77	Decrease..	\$248,883 31	4.79
Freight	14,844,151 85	16,772,155 48	Decrease..	1,928,003 63	11.50
Mail	755,440 24	719,840 76	Increase ..	35,599 48	4.94
Express	723,714 73	706,038 31	Increase ..	17,676 42	2.51
Miscellaneous.....	709,717 95	701,065 83	Increase ..	8,652 12	1.23
Total.....	21,979,668 23	24,094,627 15	Decrease..	2,114,958 92	8.77
EXPENSES.					
Transportation	2,399,691 03	2,519,835 44	Decrease..	120,144 41	4.77
Maintenance of way.....	1,954,550 44	3,357,735 69	Decrease..	1,403,185 25	41.79
Motive power.....	3,610,282 32	4,121,788 27	Decrease..	511,505 95	12.41
Maintenance of cars	882,503 64	1,079,132 86	Decrease..	196,629 22	18.22
General expenses and taxes	977,680 33	991,300 29	Decrease..	13,619 96	1.37
Total	9,824,707 76	12,069,792 55	Decrease..	2,245,084 79	18.61
Net earnings	12,154,960 47	12,024,834 60	Increase ..	130,125 87	1.08
Average miles operated	1,818.80	1,818.80	.....	.....	.....
Earnings per mile.....	12,084 70	13,247 54	Decrease..	1,162 84	8.77
Expenses per mile	5,401 75	6,636 16	Decrease..	1,234 41	18.61
Net earnings per mile	6,682 95	6,611 38	Increase ..	71 57	1.08

The business of the road shows a decrease in volume, rates charged, and revenue received. The rate per ton per mile on freight carried in 1882 diminished $\frac{1}{100}$ of a cent from the rate of 1881; the rate per passenger per mile in 1882 decreased $\frac{3}{100}$ of a cent from that of 1881.

The following shows the local and through business of the road for the five years—1878-'79, 1880-'81, and '82:

Union Pacific Railroad—Council Bluffs to Ogden.

Year.	Local.	Through.	Total.
1878	\$8,167,274 57	\$4,953,998 01	\$13,121,272 58
1879	8,469,879 72	4,731,197 94	13,201,077 66
	16,637,154 29	9,685,195 95	26,322,350 2

Union Pacific Railway—consolidated lines.

Year.	Local.	Through.	Total.
1880*	\$11,774,347 21	\$10,680,787 87	\$22,455,134 58
1881	12,986,549 07	11,272,268 03	24,258,817 10
1882	13,307,207 15	9,516,677 09	22,823,884 24
	38,068,103 43	31,469,732 49	69,537,835 92

* 1880, estimated. Actual figures not compiled.

“Through” includes all business passing over the entire line of road, and includes, in addition to the Pacific coast business, the business of Utah, Idaho, Montana, &c.

Statement of dividends paid on its capital stock by the Union Pacific Railway Company.

Date.	Capital stock outstanding.	Annual rate of dividend.	Amount paid.
		<i>Per cent.</i>	
Year ending December 31, 1877			\$2, 939, 800 00
Year ending December 31, 1878			1, 837, 250 00
One-half year ending June 30, 1879	36, 762, 300 00	6	1, 102, 350 00
One-half year ending December 31, 1879	36, 762, 300 00	6	1, 102, 350 00
One-half year ending June 30, 1880	50, 762, 300 00	6	1, 386, 784 50
One-half year ending December 31, 1880	50, 762, 300 00	6	1, 658, 953 50
One-half year ending June 30, 1881	60, 673, 745 00	6	1, 948, 494 63
One-half year ending December 31, 1881	60, 868, 500 00	7	2, 127, 639 50
One-half year ending June 30, 1882	60, 868, 500 00	7	2, 130, 387 00
One-half year ending December 31, 1882	60, 868, 500 00	7	2, 130, 401 00
One-half year ending June 30, 1883	60, 868, 500 00	7	2, 130, 394 00
Total			20, 494, 004 13

Statement of the revenue and expenditures of the entire line for the year ending December 31, 1882, as shown by the general books of the company in Boston.

EARNINGS.		
Passenger	\$5, 197, 730 01	
Freight	15, 402, 167 37	
Mail (less disallowed on main line, \$118,556.21)	632, 959 40	
Express	748, 932 30	
Miscellaneous	728, 538 95	
Gross earnings		\$22, 710, 328 03
Income from investments:		
Dividends on stocks	1, 036, 507 50	
Interest on bonds	1, 174, 591 85	
		2, 211, 099 35
Total receipts		24, 921, 427 38
EXPENSES.		
Conducting transportation	2, 392, 498 72	
Maintenance of way	2, 638, 635 14	
Motive power	3, 775, 888 47	
Maintenance of cars	957, 943 44	
General expenses and taxes	962, 083 51	
Total operating expenses		10, 727, 049 26
Discount and interest	172, 722 31	
Interest on first mortgage bonds	2, 532, 138 90	
Interest on other funded debt	2, 424, 065 03	
United States requirements for 1882	2, 003, 195 80	
Dividends declared on capital stock	4, 260, 788 00	
New construction	824, 446 26	
New equipment	201, 368 72	
Expenses of land department	156, 876 22	
		12, 185, 601 24
Total		22, 912, 650 52
Surplus on operations for the year		2, 008, 776 86
Or, deducting the company sinking fund requirement for the year, per their books		442, 000 00
Leaves surplus of		1, 566, 776 86

On June 30, 1883, the total assets and liabilities of the company were as follows:

LIABILITIES.

Funded debt.....	\$43,947,980 00
Interest on funded debt.....	2,037,090 82
United States subsidy bonds.....	33,539,512 00
Interest on United States bonds accrued, not due...	31,087,183 50
Bills payable.....	3,399,000 00
Accounts payable.....	663,386 58
Pay-rolls and vouchers.....	2,136,862 10
Called bonds.....	39,000 00
Dividends unpaid.....	1,137,528 77
Total debt.....	\$158,037,543 77
Capital stock.....	60,868,500 00
Total stock and debt.....	218,906,043 77

ASSETS.

Cost of road and equipment.....	\$157,102,114 02
Cash and sinking funds on hand.....	2,471,799 45
Fuel, materials, and stores on hand.....	2,720,162 47
Land contracts, land cash, &c.....	7,423,365 46
Bonds and stocks owned.....	40,386,529 78
Miscellaneous investments.....	242,754 57
Interest repaid United States by transportation....	7,109,256 09
Bills and accounts receivable.....	3,065,715 87
Due from United States for transportation.....	9,844,435 74
Total.....	230,370,133 45
Surplus, including land sales.....	11,464,089 68

The following statement shows the earnings and expenses of all lines and branches owned and operated by, and of all lines and branches operated in the interests of, the Union Pacific Railway Company for the year ending December 31, 1882:

Average number of miles operated.	Name of road.	Gross earnings.	Operating expenses.	Net profit to Union Pacific Railway Company.	Net loss to Union Pacific Railway Company.
1,042.413	Union Division.....	\$17,094,339 91	\$7,221,457 51	\$9,872,882 40	.....
639.2	Kansas Division.....	5,128,788 11	3,062,322 61	2,066,465 50	.....
31.9	Leavenworth Branch.....	92,583 05	71,118 24	21,394 81	.....
106	Cheyenne Division.....	508,173 17	372,080 92	136,092 25	.....
1,819.513	Total Union Pacific Railway	22,823,884 24	10,727,049 28	12,096,834 96	.....
160	Omaha and Republican Valley.....	324,586 02	253,149 13	71,436 89	.....
84	Omaha, Niobrara and Black Hills.....	144,563 11	83,063 04	61,520 07	.....
251	Saint Joseph and Western...	809,318 51	797,667 72	11,650 79	.....
38	Marysville and Blue Valley..	25,777 88	43,274 17	.....	\$17,496 29
151	Julesburg Branch.....	793,210 46	402,064 19	391,146 27	.....
327	Colorado Central.....	926,829 48	637,810 45	289,019 03	.....
264	Denver, South Park and Pacific.....	1,558,723 48	1,181,273 88	377,449 60	.....
41	Greeley, Salt Lake and Pacific.....	13,673 35	16,068 95	.....	2,395 60
32	Echo and Park City.....	99,897 49	60,930 61	38,966 88	.....
462	Utah and Northern.....	2,210,688 30	1,305,379 93	905,308 37	.....
255	Oregon Short Line.....	53,065 90	62,245 34	.....	9,179 44
54	Salt Lake and Western.....	55,328 61	15,514 43	39,814 18	.....
Say 5	Lawrence and Emporia.....	24,319 52	40,917 42	.....	16,597 90
70	Junction City and Fort Kearney.....	93,946 89	80,049 68	13,897 21	.....
57	Solomon.....	70,665 50	49,814 74	20,850 76	.....
35	Salina and Southwestern.....	56,933 66	36,437 52	20,496 14	.....
27	Denver and Boulder Valley..	80,829 51	92,953 80	.....	12,124 29
6	Golden, Boulder and Caribou.....	28,111 22	12,596 68	15,514 54	.....
163	Kansas Central.....	158,820 57	141,368 14	17,452 43	.....
2,484	Total "branch lines".....	7,529,309 46	5,312,579 82	2,274,523 16	57,793 52
4,303.513	Total Union Pacific system.	30,853,193 70	16,039,629 10	14,313,564 60	.....

NOTE.—The earnings and expenses of the Central Branch Union Pacific, which is operated by the Missouri Pacific Railway Company as one of its divisions, are not included in the above, but are included in the Missouri Pacific accounts. The mileage is 388, making a total of 2,872, as before mentioned.

In accordance with the act of Congress approved May 7, 1878, the books and accounts of this company were thoroughly checked in Boston by the bookkeepers of this office, with a view to the ascertainment of 25 per cent. of the net earnings of the subsidized portion of the Union Pacific proper; also the books and accounts were examined to ascertain 5 per cent. of the net earnings of the subsidized portion of the Kansas Division (formerly the Kansas Pacific Railway) for the year ending December 31, 1882.

UNION PACIFIC RAILWAY COMPANY, UNION DIVISION.

"Twenty-five per cent. of net earnings" for the year ending December 31, 1882, as ascertained under the act of May 7, 1878.

EARNINGS.

United States:		
Passenger.....		\$133,161 02
Freight.....		313,853 14
Mail, amount claimed by company.....	\$596,774 80	
Less difference between amount claimed and amount allowed by Post-Office Department.....	113,556 21	
		<hr/> 483,218 59
Express.....		589 39
Telegraph.....		2,153 27
		<hr/> 932,975 41
Commercial:		
Passenger.....	3,438,379 40	
Freight.....	10,263,191 64	
Express.....	553,949 36	
		<hr/> 14,255,520 40
Company freight.....		1,263,095 58
Car service.....		108,933 07
Rent of buildings.....		33,835 33
Miscellaneous.....		386,423 91
		<hr/> 16,980,783 70
Gross earnings.....		

EXPENSES.

Conducting transportation.....	\$1,602,375 74	
Maintenance of way.....	1,423,034 05	
Motive power.....	2,821,402 51	
Maintenance of cars.....	721,698 27	
General expenses and taxes.....	652,946 94	
		<hr/> 7,221,457 51
Total operating expenses.....	7,221,457 51	
Interest paid on first-mortgage bonds having priority of lien over those of the United States.....	1,630,080 00	
		<hr/> 8,851,537 51
Total expense under the act of May 7, 1878.....		
Net earnings so ascertained.....		<hr/> 8,129,246 19
Twenty-five per cent.....		2,032,311 55
Amount of transportation for 1882, as above.....		<hr/> 932,975 41
Remainder, cash or additional payment required by law.....		<hr/> 1,099,336 14

APPLICATION.

One-half transportation services claimed.....	\$466,487 70	
Cash payment, 5 per cent. of net earnings.....	406,462 31	
		<hr/> 872,950 01
Total to credit of bond and interest account.....		
One-half transportation services claimed.....	466,487 71	
Cash payment, being that portion of the \$50,000 named in section 4 of the act of May 7, 1878, payable into the sinking fund.....	692,873 83	
		<hr/> 1,159,361 54
Total to credit of sinking-fund account.....		<hr/> 2,032,311 55

Cash payment ascertained to be due for the year 1882, after deducting the amount claimed for transportation services rendered on the subsidy portion and withheld by the United States \$1,099,336 14

The company is, however, entitled to payment for transportation services performed over non-aided lines operated by it, and for which compensation has been withheld by the United States.

Cheyenne branch:

Passenger	\$3,442 66
Freight	8,572 30
Mail	12,886 00
	<u>\$24,900 96</u>

Passenger, freight and mail service on Omaha and Republican Valley Railroad	6,859 50
Omaha, Niobrara and Black Hills Railroad	4,480 18
Saint Joseph and Western Railroad	14,451 13
Marysville and Blue Valley Railroad	1,593 24
Echo and Park City Railroad	2,620 31
Colorado Central Railroad	41,206 09
Denver, South Park and Pacific Railroad	6,307 42
Utah and Northern Railroad	91,608 05
Lawrence and Emporia Railroad	1,363 53
Junction City and Fort Kearney Railroad	3,633 23
Solomon Railroad	2,970 70
Salina and Southwestern Railroad	1,569 59
Denver and Boulder Valley Railroad	1,242 39
Golden, Boulder and Caribou Railroad	284 48
Kansas Central Railroad	1,639 17
	<u>\$206,733 97</u>

Cash requirement for 1882	892,602 17
Less amount due Kansas Pacific on settlement	66,696 66

Balance due United States in cash 825,905 51

UNION PACIFIC RAILWAY COMPANY, KANSAS DIVISION.

Earnings and expenses for the year ending December 31, 1882.

EARNINGS.

United States:	
Passenger	\$6,552 80
Freight	37,242 25
Mail	134,457 25
	<u>\$178,252 30</u>
Commercial:	
Passenger	1,426,212 18
Freight	3,012,074 11
Express	182,339 72
	<u>4,620,626 01</u>
Company freight	211,731 35
Car service	40,388 07
Rent of buildings	6,429 06
Miscellaneous	71,361 32
	<u>Gross earnings..... 5,128,788 11</u>

EXPENSES.

Conducting transportation	668,669 18
Maintenance of way	1,066,696 33
Motive power	835,391 87
Maintenance of cars	219,594 38
General expenses and taxes	271,970 85
	<u>Total operating expenses..... 3,062,322 61</u>
Surplus	<u>2,066,465 50</u>
===subsidy proportion	<u>1,274,158 70</u>

Less:

New construction (see statement).....	28,876 85	
New equipment (see statement)	27,596 90	
		<u>56,473 75</u>

Net earnings so ascertained 1,217,684 92

Five per cent 60,884 25

Cash portion due company for transportation services rendered in 1882, by actual location:

Subsidized:

Passenger, freight, and express \$32,009 49

One-half..... 16,004 75

Unsubsidized:

Passenger, freight, and express..... 13,963 56

Subsidized mail = $\frac{3}{4}$ of \$134,457.25 = \$82,904.72, less one-half. 41,452 39

Unsubsidized mail = $\frac{1}{4}$ of \$134,457.25..... 51,552 47

Leavenworth branch—Passenger..... \$229 80

Freight 1,980 38

Mail 2,397 56

4,607 74

127,580 91

Less five per cent. net earnings..... 60,884 25

Balance due company in cash..... 66,696 66

*Particulars of expenditures for new construction and new equipment for the year
December 31, 1882.*

NEW CONSTRUCTION.

Improvements at Bismarck Grove.....	\$2,710 20
Ice house at Armstrong.....	4,040 48
Tools and machinery, at Armstrong.....	15,868 84
New lumber shed at Armstrong.....	1,403 46
Water works at Armstrong.....	2,130 78
Fences, State line, &c., at Armstrong.....	2,249 42
Lots in Linwood.....	100 00
Right of way—Lawrence.....	<u>373 70</u>
Total.....	<u>28,876 85</u>

NEW EQUIPMENT.

One eight-wheel locomotive, built at Armstrong.....	10,392 57
6 new coaches, built at Armstrong.....	27,001 86
1 coal car, built at Armstrong.....	519 59
1 flat car, built at Armstrong.....	504 64
2 box cars, built at Armstrong.....	1,258 40
1 pile-driver, built at Armstrong.....	<u>5,080 35</u>
Total.....	<u>44,757 41</u>

Subsidized portion ($\frac{3}{4}$) of \$44,757.41 = \$27,596.90.

As the long-pending controversy between this office and the Union Pacific Railway Company, touching the basis upon which the "net earnings" of the company of which the Government is entitled to 25 per cent. under the act of May 7, 1878, shall be ascertained, has attracted much public interest; and, as the matter has been referred, at the suggestion of this office, by the Secretary of the Interior to the Attorney-General, I have thought it well to submit the entire correspondence, which gives a full and yet simple statement of the entire controversy, omitting the exhibits referred to, as they are lengthy and somewhat intricate, and, being on file in this office, are easily accessible to any one who may desire more detailed information.

DEPARTMENT OF THE INTERIOR,
OFFICE OF COMMISSIONER OF RAILROADS,
Washington, D. C., January 16, 1883.

SIR: I have the honor to submit the following statement relative to the amounts ascertained by this office to be due the United States by the Union Pacific Railway Company under the act of May 7, 1878, but owing to questions in dispute as regards the proper construction of section one of said act, the settlement has not yet been consummated. This section in terms provides "that the net earnings mentioned in the act of 1862, of said railroad companies respectively, shall be ascertained by deducting from the gross amount of their earnings respectively the necessary expenses actually paid within the year in operating the same and keeping the same in a state of repair, &c."

Under the interpretation placed upon the act by this office, the "25 per cent. of net earnings" found to be due in cash for the three and one-half years ending December 31, 1881, amounted to \$901,837.03, and on June 15, 1882, a formal demand was made upon the president of the road, Mr. Sidney Dillon, for the payment of this amount into the Treasury of the United States.

The company, however, insists upon its right to deduct items of "new construction" and "new equipment" from gross earnings before ascertaining net earnings under the act, and has declined to pay the balance claimed to be due from it, unless allowed to deduct the sum of \$2,381,439.82, expended for new construction and new equipment during the above-mentioned period, which would reduce the amount due from it to \$306,477.07.

As the settlement for the year ending December 31, 1882, will have to be made in a short time, I have the honor to request instructions as to what course to pursue in order to secure the prompt payment of amounts found to be due under this act.

If it meet with your approval, a statement showing in detail all the points in dispute will be submitted in order that the matter may be determined by you or referred to the honorable Attorney-General for his opinion as to what constitutes "net earnings" under this act, or that he may take the necessary steps to secure a judicial interpretation of the same.

Very respectfully,

W. H. ARMSTRONG,
Commissioner.

Hon. H. M. TELLER,
Secretary of the Interior.

DEPARTMENT OF THE INTERIOR,
Washington, January 23, 1883.

SIR: I have your communication of the 16th instant, concerning the amount due the Government from the Union Pacific Railroad Company. You say:

"This section in terms provides 'that the net earnings mentioned in the act of 1862, of said railroad companies, respectively, shall be ascertained by deducting from the gross amount of their earnings, respectively, the necessary expenses actually paid within the year in operating the same and keeping the same in a state of repair, &c.'"

"Under the interpretation placed upon the act by this office the '25 per cent. of net earnings' found to be due in cash for the three and one-half years ending December 31, 1881, amounted to \$901,837.03, and on June 15, 1882, a formal demand was made upon the president of the road, Mr. Sidney Dillon, for the payment of this amount into the Treasury of the United States.

"The company, however, insists upon its right to deduct items of 'new construction' and 'new equipment' from gross earnings before ascertaining net earnings under the act, and has declined to pay the balance claimed to be due from it, unless allowed to deduct the sum of \$2,381,439.82 expended for new construction and new equipment during the above mentioned period, which would reduce the amount due from it to \$306,477.07."

You suggest that, in order to settle the dispute, the matter be referred to the Attorney-General for his opinion. I do not suppose the railroad company will be willing to pay, without judicial construction of the statutes, even if the Attorney-General should adopt the construction given to the term net earnings by your office. I am therefore of the opinion that suit should be brought at an early day to determine the question in controversy.

It is not a great hardship on the railroad company to bring it into court, where the question may be at once definitely settled. As the controversy appears to be as to the construction of the statutes only, I presume all questions of fact may be agreed upon between yourself and the railroad company. If this can be done, it will expedite the final determination of the case.

I therefore suggest that you ascertain whether there is any difference of opinion between the railroad officials and your office on the question of fact on which the judgment must be based, if the law point is determined in favor of the Government.

Very respectfully,

H. M. TELLER,
Secretary.

Hon W. H. ARMSTRONG,
Commissioner of Railroads.

DEPARTMENT OF THE INTERIOR,
Washington, January 31, 1883.

SIR: On the 23d instant I addressed you on the subject of the unpaid balance due the United States by the Union Pacific Railroad Company, and suggested that an effort be made to agree on the facts on which the claim of the United States is based. On reflection I have concluded that this Department has not the authority to commit the Government by such an agreement. You will, therefore, proceed without any agreement of facts, allowing proof to be made in the regular way after suit brought.

Very respectfully,

H. M. TELLER,
Secretary.

Hon. WILLIAM H. ARMSTRONG,
Commissioner of Railroads.

DEPARTMENT OF THE INTERIOR,
OFFICE OF COMMISSIONER OF RAILROADS,
Washington, D. C., February 2, 1883.

SIR: I have the honor to acknowledge the receipt of your communications of the 23d and 31st ultimo, in reply to one from this office dated January 16, 1883, relative to the failure of the Union Pacific Railway Company to pay into the Treasury of the United States the balance found due in cash from said company, under section 4 of the act of May 7, 1878, and to submit the following statement in relation thereto.

The controversy involves the question, What are "net earnings" under the first section of the act of May 7, 1878? and depends upon the allowance or disallowance of items for new construction and new equipment for the three and one-half years ending December 31, 1881, to the amount of \$2,381,439.82, 25 per cent. of which is claimed to be due to the Government and has been included in the payments demanded from the company. Statements in detail, compiled from reports made to this office and verified by inspection of the books of the company, are submitted as exhibits hereinafter referred to.

The status of the question is as follows: In *United States v. Union Pacific Railroad Company* (99 U. S. R., 402) it was held that "net earnings within the meaning of the law are ascertained by deducting from the gross earnings all the ordinary expenses of organization and of operating the road, and expenditures made *bona fide* in improvements, and paid out of earnings, and not by the issue of bonds or stocks."

In *United States v. Kansas Pacific Railway Company* (99 U. S. R., 455) the court adheres to the ruling in *United States v. Union Pacific Railroad Company* (*supra*, p. 402) as to the principle which should govern in determining the amount of "net earnings," and specifically rules that in ascertaining net earnings there should be deducted from gross receipts, provided they were actually paid out of the earnings of the road and not raised by bond or stock, the equipment account, or replacing and rebuilding rolling stock, machinery, &c., the amounts paid for depot grounds and the expenses of the same, and the construction-account or improvements and additions to the track, &c.

These cases were instituted in the Court of Claims in 1877 (13 C. of C., 401), and were decided, upon appeals, by the Supreme Court at the October term, 1878. Although decided upon the statutes prior to the act of May 7, 1878, the court in the *Union Pacific* case (p. 427) referred to that act, but did not pass upon its effect, in ascertaining "net earnings" as therein provided.

The first section of this act in terms provides "that the net earnings mentioned in the act of 1862, of said railroad companies respectively, shall be ascertained by deducting from the gross amount of their earnings respectively the necessary expenses actually paid within the year in operating the same and keeping the same in a state of repair, and also the sum paid by them respectively within the year in discharge of interest on their first mortgage bonds whose lien has priority over the lien of the United States."

This statute has not received judicial construction as to the method it prescribes of ascertaining "net earnings." Under these circumstances this office has insisted that expenditures for *new construction* and *new equipment* are not "*necessary expenses actually paid within the year in operating the same and keeping the same in a state of repair*," and has declined to settle upon any basis which deducts such items from the gross receipts in ascertaining net earnings.

The Central Pacific, reserving its rights, whatever they may be under the law, has paid, without prejudice, 25 per cent. of its net earnings as ascertained without such deduction.

Under the interpretation placed upon the act by this office, the amounts ascertained to be due in cash from said Union Pacific Railway Company on account of 25 per cent. of net earnings, after crediting it with transportation services rendered, are as follows:

Six months ending December 31, 1878 (see Exhibit A).....	\$422,779 31
Year ending December 31, 1879 (see Exhibit B).....	524,038 38
Year ending December 31, 1880 (see Exhibit C).....	721,993 08
Year ending December 31, 1881 (see Exhibit D).....	663,345 33
Total	2,332,156 10

The company was, however, entitled to a credit June 30, 1878, of \$491,244.34 (see Exhibit E), being the amount found due after satisfying all demands on account of 5 per cent., and applying all amounts claimed for half transportation under the law as it was prior to the act of 1878, which being deducted leaves the sum of \$1,840,911.76 due from the Union Pacific Railway proper.

The company is also entitled to a further credit as follows: The Union Pacific Railroad Company, the Kansas Pacific Railway Company, and the Denver Pacific Railway and Telegraph Company were consolidated January 26, 1880, under the name and title of the "Union Pacific Railway Company," since which time the Kansas Pacific Railway has been known by the designation of "Kansas Division, Union Pacific Railway."

Under section 6 of the act of Congress approved July 1, 1862, the Kansas

Division is required to pay into the United States Treasury annually 5 per cent. of its net earnings upon 394 miles, being the aided portion of its road. The balance found to be due from the Government to the company December 31, 1879, for transportation services, after satisfying all demands on account of 5 per cent., and applying all amounts claimed for half-transportation amounted to (Exhibit F)	\$767,136 30
Amount due for year ending December 31, 1880 (Exhibit F)	98,784 41
Amount due for year ending December 31, 1881 (Exhibit G)	73,154 02
Total	939,074 73

Deducting this credit from the \$1,840,911.76 due from the Union Pacific Railway proper, leaves due the Government in cash from said company to December 31, 1881, the sum of \$901,837.03.

The Union Pacific insists upon its right in ascertaining "net earnings" under the act to deduct from gross receipts the items of new construction and new equipment and has declined to pay the balance claimed to be due from it, viz, \$901,837.03, unless it is allowed to deduct from such receipts the sum of \$2,381,439.82 (Exhibits H and I), for new construction and new equipment for the three and one-half years heretofore mentioned, the allowance of which would reduce the amount due the Government under the act to \$306,477.07.

In accordance with the grounds taken by the company, a check for the balance admitted by their statement to be due to the United States to December 31, 1880, amounting to \$69,358.83, was deposited in the subtreasury at Boston, Mass., July 26, 1881. This office felt warranted, from its construction of the act of May 7, 1878, in advising the Treasury Department not to accept this amount as payment in full of all demands to December 31, 1880, in consequence of which the amount has not been covered into the Treasury, and no further payment has been made or tendered by the company.

The settlement for the year ending December 31, 1882, has not yet been made, but it is estimated that the cash requirement for that period, over and above transportation services, will amount to at least \$600,000, making the indebtedness of the company to the United States on this account, at that date, about \$1,500,000. This settlement cannot be made before the middle of February or the first of March, as the books of the company are not written up until that time. It should, however, be embraced in any action to be instituted, or, if it should be deemed best, in any set-off which may be claimed in actions by the company against the Government now pending in the Court of Claims.

Detailed statements of the items for new construction and new equipment in dispute are hereto attached, marked Exhibits H and I.

Exhibit K is a summary showing the balance claimed to be due in cash from said company to December 31, 1881, after deducting the amount of transportation services rendered, assuming that the Kansas division is chargeable with only 5 per cent. of its net earnings.

It is proper that I should further respectfully call to your attention, the provisions of law relating to the consolidation of the Union Pacific Railroad Company, the Kansas Pacific Railway Company, and the Denver Pacific Railway and Telegraph Company, under which it has been claimed and urged upon this office that the Kansas Pacific Railway Company and the Denver Pacific Railway and Telegraph Company should each be charged, instead of 5 per cent. of their net earnings, with 25 per cent. under the act of May 7, 1878, as being constituents of the consolidated company, and, by reason of such consolidation, subject to the provisions of said act.

Section 16 of the act of July 2, 1864, authorizes these companies to consolidate, and upon such consolidation the "organization so formed and consolidated shall succeed to, possess, and be entitled to receive from the Government of the United States, all and singular, the grants, benefits, immunities, guarantees, acts and things to be done and performed, and be subject to the same terms, conditions, restrictions, and requirements which said companies respectively at the time of such consolidation are or may be entitled or subject to under this act, in place and substitution of said companies so consolidated respectively.

The Union Pacific Railroad Company, the Kansas Pacific Railway Company, and the Denver Pacific Railway and Telegraph Company, on January 24, 1880, signed articles of consolidation which were filed in the office of the Secretary of the Interior January 26, 1880, and took effect from that date under the title of the "Union Pacific Railway Company." By article 1 of the agreement of consolidation (see report of auditor of railroad accounts for 1880, p. 222), "The said Union Pacific Railroad Company, the said Kansas Pacific Railway Company, and the said Denver Pacific Railway and Telegraph Company, in consideration of the premises, do hereby severally agree to and with each other to unite and consolidate, and do hereby unite, form, and consolidate their respective organizations, properties, and companies into one consolidated company, which shall succeed to, possess, and be entitled to receive from the Government of the United States, all and singular, the grants, benefits, immunities, guarantees, acts, and things to be done and performed, and be subject to the same terms, conditions, restrictions, and requirements which the aforesaid three companies, respectively, at the date of this consolidation, are or may be entitled or subject to under the acts of Congress in that behalf, in place and substitution of said constituent companies so consolidated respectively; and the said consolidated company assumes to and for itself all of the provisions of said acts of Congress, so far as applicable, relating or in any manner appertaining to said constituent companies, or either of them, including the power to sue and be sued in all courts of law and equity within the United States, whether Federal or State, and the right of corporations organized under a law of the United States to remove causes from State to Federal courts; and all of the provisions of the aforementioned acts of Congress, and each of them, so far as in their nature applicable to the company hereby formed, shall apply thereto; it being the intent of the parties hereto and of these articles of union and consolidation to organize the company hereby formed under the said acts of Congress, and to make the said acts of Congress the charter or constituent acts of this company as fully as if the same were incorporated herein at large."

It is under these provisions that the question has been raised, whether or not the Kansas Pacific Railway Company, and the Denver Pacific Railway and Telegraph Company, being constituent parts of the consolidated company, are not subject to the act of May 7, 1878, which requires the payment of 25 per cent. of net earnings, instead of 5 per cent., as provided in their charter. In the same connection, and as a part of the same question, it is to be determined whether such 25 per cent. of net earnings is to be limited to the 394 miles which have received aid from the Government, or will embrace the entire mileage of the road, namely, 639 miles, and whether it is to extend to the earnings of the Denver Pacific, which was a land-grant road. These roads are constituent parts of the consolidated company which in terms provided that the requirements applicable to any one of the constituent roads shall be applicable and binding upon the consolidated company, as if the constituent charters were all embodied in one charter of the consolidated company.

In this connection it is proper to refer to the case of the United States v. Kansas Pacific Railway Company (99 U. S. R., 455), in which it was held that the bonds issued to that company were a lien on that portion only of the company's road on which they were issued, and that the five per cent. of net earnings is only demandable on the net earnings of said portion; and in the same connection, to the cases of the Union Pacific Railway (16 C. C., 353) in which Drake, Chief Justice, says that "the decisions of the Supreme Court are conclusive that the Government has no statutory

right to withhold half the earnings of these portions of the Pacific railroads for which no subsidy bonds were issued."

I would also call attention to the provisions of the eleventh section of the act of May 7, 1878, in relation to forfeiture.

I have felt it to be my duty to bring these questions to your notice, to the end that if litigation is to ensue all questions in dispute may be definitely determined.

Should the Attorney-General conclude that claim should be made for such increased percentage of net earnings from the Kansas Pacific Railway and the Denver Pacific Railway and Telegraph Companies, statements will be prepared, if desired, showing in detail the amount of such claim.

I have the honor respectfully to suggest that this communication be referred to the honorable the Attorney-General, with the request that proceedings be instituted with a view to obtain judgment for whatever amount may be found to be due to the Government, and that the proper construction of section 1 of the act of May 7, 1878, may be judicially determined and the rule established under which "net earnings" shall be ascertained, and that the provisions of law applicable to the premises, as provided by the act of May 7, 1878, may be enforced.

Very respectfully,

W. H. ARMSTRONG,
Commissioner.

Hon. H. M. TELLER,
Secretary of the Interior.

DEPARTMENT OF THE INTERIOR,
Washington, February 2, 1883.

SIR: I have the honor to transmit herewith a communication from Hon. William H. Armstrong, Commissioner of Railroads, dated February 2, 1883, relating to the failure of the Union Pacific Railway Company to pay into the Treasury of the United States the sum of \$901,837.03, ascertained to be due in cash from said company under section 4 of the act of May 7, 1878, on account of 25 per cent. of net earnings for the three and one-half years ending December 31, 1881, and the sum of \$600,000, estimated to be due for the year ending December 31, 1882, making the total amount claimed at this date, \$1,500,000.

I fully concur in the views set forth by the commissioner, and respectfully invite your early attention to the several matters referred to in his communication.

I have the honor to be, sir, very respectfully,

H. M. TELLER,
Secretary.

Hon. BENJ. H. BREWSTER,
Attorney-General.

DEPARTMENT OF JUSTICE,
Washington, February 7, 1883.

SIR: I understand from yours of the 2d instant, and its enclosures, in regard to certain claims by the United States against the Union Pacific Railway Company, that no expression of opinion upon the matters therein spoken of is expected from me, but that, in your judgment, important interests of the United States require that a judicial determination thereof should be speedily had, and that you wish steps should be taken to that end.

In accordance with your wishes, I will give order that the questions made by you be duly presented to the proper courts for determination.

Very respectfully, your obedient servant,

BREWSTER,
Attorney-General.

The SECRETARY OF THE INTERIOR.

[Indorsement.—Z. B. S.]

DEPARTMENT OF THE INTERIOR,
February 21, 1883.

Respectfully referred to the Commissioner of Railroads.

GEO. M. LOCKWOOD,
Chief Clerk.

DEPARTMENT OF THE INTERIOR,
OFFICE OF COMMISSIONER OF RAILROADS,
Washington, April 18, 1883.

SIR: In my communication of February 2, 1883, relative to the failure of the Union Pacific Railway Company to pay into the Treasury of the United States the balance found due in cash from said company under section 4 of the act of May 7, 1878, the

balance ascertained to be due from that company to December 31, 1881, was stated at \$901,837.03, as shown by the exhibits accompanying my letter.

In this letter I said, "The settlement for the year ending December 31, 1882, has not yet been made, but it is estimated that the cash requirement for that period, over and above transportation services, will amount to at least \$600,000, making the indebtedness of the company to the United States on this account, at that date, about \$1,500,000. This settlement cannot be made before the middle of February or the first of March, as the books of the company are not written up until that time."

The books of the company were closed in March, whereupon the proper accountants of this office made a thorough examination of the accounts and ascertained the cash balance due to the United States for the year ending December 31, 1882, after deducting transportation services performed during that period, to be \$825,905.51.

The total cash payment now claimed to December 31, 1882, is \$1,727,742.54, as shown by the exhibits herewith submitted.

I therefore respectfully suggest that this communication with the accompanying exhibits be transmitted to the Honorable the Attorney General with the request that they be taken as an addition and a part of my original letter and exhibits of February 2, 1883, in which it was requested that proceedings be instituted with a view to obtain judgment for whatever amount may be found to be due to the Government, and that the proper construction of section 1 of the act of May 7, 1878, may be judicially determined and the rule established under which "net earnings" shall be ascertained, and that the provisions of law applicable to the premises, as provided by the act of May 7, 1878, may be enforced.

The company admitted a balance of \$69,358.83 to be due to the Government to December 31, 1880, for which it tendered a check as payment in full to that date.

As stated in my letter of February 2, 1883, the Treasurer of the United States was advised not to accept the check as payment in full, as this office did not feel authorized, under its construction of the act of May 7, 1878, to allow a deduction of \$971,622.55 for new construction and new equipment to be made in the ascertainment of "net earnings."

The total balance claimed by the Government, under the act of May 7, 1878, up to December 31, 1882, is \$1,727,742.54. If the whole amount claimed by the company on account of the contested items for new construction and new equipment be deducted there would still remain an uncontested balance of \$1,036,824.88, as appears from the following statement, and no part of which has been paid or tendered, except the \$69,358.83 on July 26, 1881:

Total cash balance claimed by the Government to December 31, 1881...	\$901,837 03
For the year ending December 31, 1882.....	825,905 51
Total	1,727,742 54
Deducting 25 per cent. of amount claimed by the company for new construction and new equipment to December 31, 1881	\$595,359 96
And 25 per cent. of amount claimed for 1882	95,557 70
	690,917 66
Balance due the Government	1,036,824 88

If the company has any defense to this part of the cash payment required, this office has not been informed of it.

Very respectfully,

Hon. H. M. TELLER,
Secretary of the Interior.

W. H. ARMSTRONG,
Commissioner.

I am informed, but not officially, that the Government has pleaded *set off* in the action pending in the Court of Claims at the suit of the Union Pacific Railway Company *vs.* The United States, to recover for mail services rendered. Under this plea the Government can secure from the plaintiff all that is due on account of 25 per cent. of net earnings under the act of May 7, 1878. This course has been adopted to avoid the inconvenience and delay of a new action of which the Court of Claims would have no jurisdiction, and which would necessarily be instituted in some State where service could be obtained.

CENTRAL PACIFIC RAILROAD COMPANY.

The property and accounts of this company have been carefully and thoroughly examined. The property is referred to in detail by the rail-

road engineer of this office, and is reported as being in good condition and well maintained. The books and system of accounting were closely inspected by the book-keepers of this office, from which sundry statements have been made.

The volume of business has steadily increased, but rates of transportation are diminishing. The tonnage of 1882 was $23\frac{2}{10}$ per cent. in excess of 1881; the mileage of freight cars 25 per cent. more, and the average rate per ton per mile was $16\frac{2}{10}$ per cent. less than for 1881. The passengers carried in 1882 was $17\frac{2}{10}$ per cent. more than for 1881; the mileage of passenger cars $11\frac{7}{10}$ per cent. more, and the rate per passenger per mile $4\frac{5}{10}$ per cent. less than for 1881.

The Central Pacific Railroad Company leases and operates the Southern Pacific Railroad of California (except the Northern Division), the Southern Pacific Railroad of Arizona, and the Southern Pacific Railroad of New Mexico.

The portion of the Galveston, Harrisburg and San Antonio Railway operated by this company under lease in 1882 was from El Paso, Tex., eastward, as fast as constructed. Upon the connection of this portion of the road with the previously constructed line of the Galveston, Harrisburg, and San Antonio Railway system, which occurred February 1, 1883, this lease was canceled.

The Central Pacific Railroad Company, as at present constituted, is a consolidation of the following roads:

California and Oregon Railroad Company and Marysville Railroad Company, consolidated January 16, 1868, under the name of the California and Oregon Railroad Company.

California and Oregon Railroad Company and Yuba Railroad Company, consolidated December 18, 1869, under the name of the California and Oregon Railroad Company.

San Francisco and Alameda Railroad Company and San Francisco, Alameda and Stockton Railroad Company, consolidated October 15, 1868, under the name of the San Francisco and Alameda Railroad Company.

Western Pacific Railroad Company and San Francisco Bay Railroad Company, consolidated November 2, 1869, under the name of the Western Pacific Railroad Company.

Central Pacific Railroad Company and Western Pacific Railroad Company, consolidated June 23, 1870, under the name of the Central Pacific Railroad Company.

San Francisco and Oakland Railroad Company and San Francisco and Alameda Railroad Company, consolidated June 29, 1870, under the name of the San Francisco, Oakland, and Alameda Railroad Company.

Central Pacific Railroad Company, San Francisco, Oakland and Alameda Railroad Company 906.71 miles, California and Oregon Railroad Company 151.60 miles, and San Joaquin Valley Railroad Company 146.08 miles, consolidated August 22, 1870, under the name of the Central Pacific Railroad Company, making an aggregate of 1,204.39 miles, of which the following portions of road have received a subsidy in bonds and lands:

	Miles.
Terminus of Union Pacific Railroad, to Sacramento, Cal	737.50
Ogden, Utah, to western terminus of the Union Pacific (leased from the Union Pacific Company)	5.00
Ogden Station, Utah, to crossing of Utah Southern Railroad .....	.13
Brighton to Niles, Cal.....	103.81
Niles to San José, Cal.....	17.54

Under the acts of 1862 and 1864 the Central Pacific received bonds on 737.50 miles of road, and the Western Pacific on 123.16 miles, but

owing to the abandonment of a certain portion of the track of the latter company near Brighton the mileage at present is only 121.37 miles.

The principal improvements which have been made during the year on the constructed line are :

Four miles of second track, 60-pound steel rail, laid along First street, Oakland, for the accommodation of the Alameda Branch. Elevated coal bunkers have been completed at Oakland wharf and at Port Costa, to facilitate the transfer of coal from vessels to cars; a large building 100 by 400 feet, to be used as a brass and iron foundry, has been erected at Sacramento. It is to be fitted with hydraulic cranes, deep pits for wheel castings, and all conveniences for rapid handling of heavy masses of metal. During the year ending June 30, 1883, the company has provided 353,000 cross-ties, and steel rails for 139 miles of track for renewals on the main line and branches, of which 101 miles is 60 pounds and 38 miles 50 pounds per yard, nearly all of which were put in the track up to July 1, 1883. About one-half of the ties were put in during the same period.

The earnings on the subsidized portion of the road diminished in greater proportion in 1882 than on the non-aided and leased lines. The decrease on the entire system was \$462 per mile; on the subsidized portion \$553, and on the non-aided portion \$227 showing a diversion of traffic from the central and shorter route, in which the Government is financially interested, to the Southern Pacific road, in which the Government has no moneyed interest whatever.

The local traffic of the road is increasing with much greater rapidity than through traffic, as shown by the following table, for five years:

Years.	Local.	Through.	Total.
1878	\$11,908,802 55	\$5,622,056 00	\$17,530,858 55
1879	12,124,639 38	5,028,528 78	17,153,168 16
1880	15,780,889 77	4,727,223 11	20,508,112 88
1881	18,879,860 47	5,714,240 48	24,594,100 95
1882	18,917,284 22	6,745,472 90	25,662,757 12
Total.....	77,111,476 39	27,837,516 27	104,948,992 66

In reply to a letter from this office, inquiring what constituted the difference between local and through freight, as designated in the reports to this office, it was answered that "through freight is that which passes from San Francisco, Oakland, San José, Stockton, Sacramento, Marysville, and Los Angeles on the one hand, and Ogden for the Central Pacific, and for the Southern Pacific such points on foreign roads as are not within the pool territory." The Southern Pacific and its respective eastern connections have agreed "that territory between the Colorado and Rio Grande Rivers, north of the Mexican boundary and south of Albuquerque and the 'Needles,' shall, for certain purposes, be regarded as pool territory."

The extension of the Oregon Division of this company (formerly the California and Oregon Railroad) from Redding northward to the State line, a distance of about 140 miles, is now under construction and will be vigorously prosecuted until completion, which it is thought will occur some time in 1884. At the State line the road will be met by the Oregon and California Railroad, now building southward from Roseburg, Oreg., and with it will form a through line between San Francisco and Portland, connecting the railway systems of California and Oregon. There were expended on the Oregon extension \$1,068,510.22 during the year ending June 30, 1883. The completion of this division will open up a large tract of country which has heretofore been remote

from settlement and market on account of lack of facilities for transportation. This tract is well watered, of sublime scenery, with climate healthful and invigorating, and possess resources both rich and abundant. The company regards the outlook for profitable business for the road upon its completion as very flattering.

During the year ending June 30, 1883, there were accidents on the road, resulting in the death or injury of 501 persons, classified as follows: 6 passengers, 18 employés, and 45 other persons were killed on account of their own carelessness, and 10 passengers, 7 employés, and 3 other persons from causes beyond their own control, making a total killed of 89 persons; 59 passengers, 218 employés, and 75 other persons were injured from their own carelessness, and 41 passengers, 28 employés, and 1 other person from causes beyond their own control, making a total injured of 422 persons.

In the above casualties is included the number of killed and injured in the very unfortunate accident which occurred January 20, 1883, between 2 and 3 o'clock in the morning, near Tehachipi Summit.

The land grant to this company is estimated at 12,822,400 acres, of which 2,565,029.17 acres had been patented to June 30, 1883. The company has sold 1,133,619.31 acres for \$6,589,019.14. In his report for the year ending December 31, 1882, the land commissioner of the railroad company gives the following approximate classification of the unsold lands to which the company claims title by virtue of the acts of 1862 and 1864:

AGRICULTURAL.

In California.....	2,000,000	
In Nevada and Utah	2,000,000	
	<u> </u>	4,000,000

TIMBER.

In California.....	400,000	
In Nevada and Utah	50,000	
	<u> </u>	450,000

GRAZING.

In California.....	1,138,781	
In Nevada and Utah	5,000,000	
	<u> </u>	6,138,781
Grand total.....		10,588,781

The following statements have been carefully prepared from the books and accounts of this company and from reports rendered to this office:

Comparative statement of earnings and expenses of the Central Pacific Railroad Company.

	Year ending June 30, 1883.	Year ending June 30, 1882.	Difference.		
			Increase or decrease.	Amount.	Per cent.
EARNINGS.					
Passenger	\$7, 789, 892 29	\$7, 151, 283 71	Increase ..	\$638, 608 58	8.93
Freight	15, 277, 008 00	16, 563, 043 85	Decrease ..	1, 286, 035 85	7.78
Mail	675, 176 57	450, 018 17	Increase ..	225, 158 40	50.03
Express	349, 501 62	334, 480 72	Increase ..	15, 020 90	4.49
Miscellaneous	960, 333 34	861, 319 66	Increase ..	99, 013 68	11.50
Total	25, 051, 911 82	25, 360, 146 11	Decrease ..	308, 234 29	1.21
EXPENSES.					
Transportation	2, 647, 676 94	2, 681, 968 37	Decrease ..	34, 291 43	1.29
Maintenance of way	2, 755, 009 16	2, 755, 593 17	Decrease ..	584 01	.02
Motive power	4, 036, 565 06	4, 067, 376 10	Decrease ..	30, 811 04	.75
Maintenance of cars	770, 420 39	860, 669 24	Decrease ..	90, 248 85	10.48
General expenses and taxes	6, 697, 453 64	5, 676, 804 86	Increase ..	1, 020, 648 78	17.97
Total	16, 907, 125 19	16, 042, 411 74	Increase ..	864, 713 45	5.39
Net earnings	8, 144, 786 63	9, 317, 734 37	Decrease ..	1, 172, 947 74	12.58
Average miles operated	3, 069 27	2, 866 66	Increase ..	202 61	7.06
Earnings per mile	8, 162 17	8, 846 58	Decrease ..	684 41	7.74
Expenses per mile	5, 508 52	5, 596 20	Decrease ..	87 68	1.56
Net earnings per mile	2, 653 65	3, 250 38	Decrease ..	596 73	18.36

Of the entire decrease in freight earnings, a little over one million was during the past six months of 1883.

Statement of dividends paid on its capital stock by the Central Pacific Railroad Company.

Date.	Capital stock outstanding.	Annual rate of dividend.	Amount paid.
		<i>Per cent.</i>	
One-half year ending December 31, 1877	\$54, 275, 500	6	\$2, 171, 020 00
February 1, 1880	59, 275, 500	6	1, 628, 265 00
August 1, 1880	59, 275, 500	6	1, 778, 265 00
February 1, 1881	59, 275, 500	6	1, 778, 265 00
August 1, 1881	59, 275, 500	6	1, 778, 265 00
February 1, 1882	59, 275, 500	6	1, 778, 265 00
August 1, 1882	59, 275, 500	6	1, 778, 265 00
February 1, 1883	59, 275, 500	6	1, 778, 265 00
Total			14, 468, 875 00

Statement of the revenue and expenditures of the entire line of the Central Pacific Railroad Company for the year ending December 31, 1882, ascertained from the general books of the company in San Francisco by the book-keeper of this bureau.

Earnings:

Passenger.....	\$7,474,216 12
Freight	16,302,842 72
Mail	613,180 88
Express.....	350,286 21
Miscellaneous	922,191 19

Gross earnings \$25,662,757 12

Receipts from other sources:

Interest on sinking-funds (included in both receipts and expenses).....	281,260 00
711 land grant bonds redeemed (included in both receipts and expenses, at par).....	711,000 00
Earnings, river steamers and barges	20,485 29
	<u>1,012,745 29</u>

Total receipts 26,675,502 41

Operating expenses:

Conducting transportation	2,729,250 38
Maintenance of way.....	2,766,941 81
Motive power	4,328,538 85
Maintenance of cars	946,501 87
General expenses of operating	1,093,222 87

Total operating expenses 11,864,455 78

Rentals leased lines 4,202,727 89

Total operating expenses and rentals..... 16,067,183 67

Discount and interest—balance after crediting the account with \$89,000 on account of Southern Development Company, Stockton and Copperopolis Company, and Pacific Improvement Company 198,021 65

Taxes paid during the year:

Land	\$43,282 80
General	404,722 89
	<u>448,005 69</u>

General administration expenses..... 330,646 72

Legal expenses..... 216,750 41

Civil engineering 15,479 65 |

Land department expenses—less receipts from lands rented, \$13,336.26 23,700 78

Interest on first mortgage bonds of the aided portion of the road, paid..... 1,673,940 00

Interest on first mortgage bonds of the non-aided portion of the road, paid..... 1,571,451 67

United States requirement for sinking fund 792,920 24 |

Company's sinking-fund requirement 1,034,760 00 |

Land bonds redeemed, with proceeds of land sales.... 711,000 00

Dividends Nos. 13 and 14 on capital stock 3,556,530 00

10,573,206 81

Total..... 26,640,390 48

Surplus on operations for the year 35,111 93

During the year the company paid out for new construction work on old line \$753,429.80, and on Oregon extension \$590,302.91; also for new equipment, \$158,835.93.

On June 30, 1883, the total assets and liabilities of the company were as follows:

LIABILITIES.

Funded debt.....	\$53,971,632 82
Interest on funded debt, accrued but not due	1,349,655 00
United States subsidy bonds	27,855,640 00
Interest on United States bonds, accrued but not due..	25,120,804 21
Bills payable	5,630,400 00
Account payable.....	2,379,831 28
Hospital fund.....	103,884 66
Interest and dividends unpaid.....	34,007 00

Total debt.....	\$116,445,894 97
Capital stock.....	59,275,500 00

Total stock and debt.....	175,721,394 97
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Cost of road.....	139,300,204 62
Cost of equipment	8,238,655 19
Real estate, shops, &c	2,799,359 63
Cash	860,466 98
Fuel and material on hand	4,268,649 42
Stocks and bonds owned	254,434 83
Miscellaneous investments	1,668,896 62
United States sinking funds and transportation account.	8,370,282 86
Bills and accounts receivable.....	1,427,020 85
Land, cash, and notes and contracts.....	1,555,299 87
Company's sinking funds.....	6,005,069 17

Total.....	174,748,340 04
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Balance, deficit	973,054 93
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The company has estimated the value of lands not sold to amount to \$26,100,000, exclusive of lands in San Francisco, and water front in Sacramento and Oakland, estimated at \$7,750,000, neither of which items are included in the foregoing statement of assets.

In accordance with the act of May 7, 1878, the books and accounts of this company were checked by the bookkeepers of this bureau in San Francisco, Cal., with a view to the ascertainment of 25 per centum of the net earnings of that portion of the road (860.66 miles) subsidized with the bonds of the United States, for the year ending December 31, 1882. The amount found due was \$792,920.24, against which the company had performed transportation services on aided and non-aided lines, all of which had been retained by the Government, amounting to \$1,051,862.46, leaving a balance due the company for that year of \$258,942.22.

The Central Pacific Railroad Company has paid promptly all balances found to be due to the United States, after statements have been rendered by this office.

The following is a statement of the account for the year 1882

Statement showing 25 per cent. of the net earnings of the Central Pacific Railroad—subsidized portion, 860.66 miles—for the year ending December 31, 1882, as ascertained by the bookkeepers of this bureau from the books and accounts of the company in San Francisco.

EARNINGS.

United States:			
Passenger	\$35,988 01		
Freight	59,929 16		
Mail	307,837 09		
			\$403,754 26
Commercial:			
Passenger	2,537,811 26		
Freight	6,007,461 22		
Express	119,809 36		
			8,665,081 84
Car service			7,165 23
Rent of buildings			18,067 00
Miscellaneous			486,547 61
Total earnings			9,580,615 94

EXPENSES.

Conducting transportation	\$728,722 49		
Maintenance of way	1,170,138 80		
Motive power	1,605,367 09		
Maintenance of cars	313,715 98		
General expenses and taxes	917,050 63		
Total operating expenses	4,734,994 99		
Interest paid on first mortgage bonds having priority of lien over the United States bonds	1,673,940 00		
Total			6,408,934 99
Net earnings, so ascertained			3,171,680 95
Twenty-five per cent.			792,920 24
Deduct—			
Transportation on aided line	\$403,754 26		
Transportation on non-aided line	648,108 20		
Total transportation withheld for 1882			1,051,862 46
Balance in favor of the company			258,942 22

APPLICATION.

One-half of transportation on subsidized line	\$201,877 13		
Five per cent. of net earnings	158,584 05		
Total to credit of bond and interest account			360,461 18
One-half of transportation on subsidized line	201,877 13		
Additional amount required under Section 4 of the act of May 7, 1878, to make 25 per cent. of net earnings	230,581 93		
Total for sinking-fund account			432,459 06
			792,920 24

The following statement shows the earnings and expenses of all lines and branches owned and leased and operated by the Central Pacific Railroad Company, for the year ending December 31, 1882:

Average number of miles operated.	Name of road.	Gross earnings.	Operating expenses.	Rentals.	Total expense.	Net profit to C. P. R. R.	Net loss to C. P. R. R.
1,717.37	Central Pacific (including Berkeley branch)	\$12,712,201 21	\$6,135,917 27	\$55,811 05	\$6,191,728 92	\$7,520,472 29	
562.02	Southern Pacific of California	4,025,350 60	2,119,944 38	1,090,605 00	3,789,610 28	228,749 22	
384.25	Southern Pacific of Arizona	2,718,297 60	1,197,289 88	634,355 40	1,831,645 28	886,652 32	
187.45	Southern Pacific of New Mexico	788,753 00	414,213 21	285,038 35	699,251 56	89,901 44	
297.27	Galveston, Harrisburg and San Antonio	384,337 70	463,905 89	241,850 29	704,855 18		\$920,507 48
6.64	Sacramento and Placerville	23,931 11	16,358 59	7,200 00	17,558 59		
10.83	Los Angeles and Independence	26,935 85	16,831 45	20,106 00	36,937 45	8,422 33	
124.80		1,737,342 67	719,244 03	483,152 40	1,142,396 43	594,946 24	
27.80		72,127 74	31,158 72	33,364 00	64,543 72	7,585 02	
115.44		1,356,709 30	506,026 05	600,000 00	1,106,026 05	250,683 25	
49.00		115,704 70	61,789 03	25,000 00	76,789 03	39,025 67	
43.24		652,673 75	172,819 39	167,464 80	340,284 19	312,389 56	
27.20		48,053 79	23,907 89	42,090 00	65,997 89		16,954 10
3,041.71	Totals	25,662,767 12	11,964,455 78	4,202,727 86	16,067,183 67	9,595,573 45	251,553 06

SOUTHERN PACIFIC RAILROAD COMPANY.

The Southern Pacific Railroad Company was incorporated December 18, 1874. It is now a consolidation (under date of October 12, 1870) of the following companies: Southern Pacific, chartered December 2, 1865; San Francisco and San José, chartered August 18, 1860; Santa Clara and Pajaro Valley, chartered January 2, 1868, and California Southern, chartered January 22, 1870. This property is divided as follows:

	Miles.	Miles.
Northern Division:		
San Francisco to Tres Pinos	100.49	
Carnadero to Soledad	60.40	
	<hr/>	160.89
Southern Division:		
Huron, via Goshen to State line near Yuma	528.61	
Los Angeles to San Pedro	24.65	
	<hr/>	553.26
Colorado Division:		
Mojave to "The Needles," or west bank of Colorado River, thirty-fifth parallel		242.50
		<hr/>
Total length of road owned		956.65
Miles of road leased to Southern Pacific:		
Monterey Railroad—Castroville to Monterey	15.12	
Santa Cruz Railroad—Pajaro to Santa Cruz	21.50	
	<hr/>	36.62

The Southern Pacific Railroad Company has leased to the Central Pacific Railroad Company 795.76 miles of its own road, *i. e.*, the Southern and Colorado Divisions above mentioned.

The Southern Pacific operates its Northern Division of 160.89 miles, and 36.62 miles of the Monterey and Santa Cruz roads, before mentioned, making a total operated by the company of 197.51 miles.

In addition to the lines before mentioned as being leased to the Central Pacific Company, are the Southern Pacific Railroad of Arizona, from Yuma to Arizona line, 384 miles, and the Southern Pacific Railroad of New Mexico, from Arizona line to El Paso, Tex., 167 miles. In direct connection with the south route, or what is sometimes called the "Southern Pacific system," is the Galveston, Harrisburg and San Antonio Railroad, built under the supervision of the Central Pacific Company and completed early in 1883, opening a direct line from San Francisco to New Orleans. It connects with all the important railways and cities of Texas and Mexico, and constitutes what may be called the second transcontinental railroad, and is the shortest line between San Francisco and the great ports of the Gulf of Mexico, New Orleans, and Galveston. Its value to the southern territory of the United States can hardly be overestimated. Not only does it become a controlling factor in the suppression of Indian disorders and the preservation of peaceful relations upon the borders, but it opens to civilized occupation vast extents of territory, both agricultural and grazing, and affords the only available outlet for the rapidly developing interests in the mining of gold, silver, iron, coal, and other minerals which are found in great abundance in Texas, New Mexico, and Arizona. It also affords the shortest and most direct outlet to the Atlantic seaports for the vast and rapidly increasing grain products of Southern California. Its opening has also been marked by a decided decrease in the cost of grain transportation. The road traverses a territory which is of great fertility, and all of which, with the exception of about 500 miles of impracticable

desert interspersed between Deming in New Mexico and the San Geronio Pass in Southern California, is available for cattle ranges, and, with sufficient irrigation, for agriculture. The whole length of road from San Francisco to New Orleans is generally well built, but in places will require improvement. This is recognized by the company, and many improvements are in progress. Completed station buildings and shops are large, substantial, and convenient; new buildings and shops are being put up, station grounds enlarged, new ties put in, and steel substituted for iron rails.

Of the track operated by the Southern Pacific Railroad Company, including main track and sidings, 226.08 miles, 68 miles are laid with steel rails from 50 to 60 pounds per yard, the remainder being iron rails, 56 pounds to the yard. Maximum number of ties per mile is 2,992, and minimum number 2,640; 189.46 miles of this track is ballasted with gravel.

The equipment has been largely added to, consisting, June 30, 1883, of 67 locomotives, 102 passenger cars, 1,643 freight, 224 hand and push cars, and 49 miscellaneous cars. During the year ending June 30, 1883, there were accidents resulting in the death or injury to 15 persons; 1 passenger, 2 employés, and 2 other persons were killed from their own carelessness, making 5 killed; and 2 employés, 2 passengers and 6 other persons were injured from their own carelessness, making 10 injured, the company claiming that no accidents occurred through its own fault or negligence.

This company has received a land grant estimated at 11,964,160 acres, of which 1,145,162.58 acres were patented to June 30, 1883, and from which the company report that it has sold 574,762.14 acres for the sum of \$3,029,761.08.

The financial condition of this company, June 30, 1883, is shown by the following statement:

LIABILITIES.	
First-mortgage bonds	\$33,850,000 00
Interest on first-mortgage bonds.....	15,870 00
Pay-rolls and vouchers.....	54,848 44
Accounts payable	3,960,843 29
Sinking fund	100,000 00
Total debt	37,981,561 73
Capital stock	44,039,100 00
Total stock and debt.....	82,020,661 73
ASSETS.	
Cost of road	\$75,172,670 98
Cost of equipment	2,756,007 09
Real estate	642,422 24
Cash on hand.....	17,242 92
Fuel, material, and stores on hand.....	129,858 15
Stocks and bonds	425,000 00
Bills and accounts receivable	4,399,367 02
Total assets.....	83,542,568 40
Surplus.....	1,521,906 67

From statements rendered to this office, the following table has been compiled :

Comparative statement of earnings and expenses of the Southern Pacific Railroad Company.

	Year ending June 30, 1883.	Year ending June 30, 1882.	Difference.		
			Increase or decrease.	Amount.	Per cent.
EARNINGS.					
Passenger.....	\$557, 871 34	\$502, 200 07	Increase ..	\$55, 671 27	11. 08
Freight.....	671, 957 94	654, 187 33	Increase ..	17, 770 61	2. 72
Mail.....	13, 097 22	12, 400 56	Increase ..	696 66	5. 62
Express.....	14, 282 58	13, 562 09	Increase ..	720 49	5. 31
Miscellaneous	1, 820, 999 10	1, 679, 018 89	Increase ..	141, 980 21	8. 46
Total.....	8, 078, 208 18	2, 861, 868 94	Increase ..	216, 839 24	7. 58
EXPENSES.					
Transportation.....	249, 024 04	243, 086 74	Increase ..	5, 937 30	2. 44
Maintenance of way....	241, 478 38	167, 694 98	Increase ..	73, 783 40	44. 00
Motive power	186, 530 81	169, 738 93	Increase ..	16, 791 88	9. 89
Maintenance of cars.....	57, 771 67	49, 690 14	Increase ..	8, 081 53	16. 26
General expenses and taxes.....	449, 362 35	320, 349 99	Increase ..	129, 012 36	40. 26
Total.....	1, 184, 167 25	950, 560 78	Increase ..	233, 606 47	40. 27
Net earnings.....	1, 894, 040 93	1, 910, 808 16	Decrease ..	16, 767 23	0. 87
Average miles operated.....	836. 56	728. 49	Increase ..	108. 07	14. 82
Earnings per mile.....	3, 679 62	3, 927 81	Decrease ..	248 19	6. 36
Expenses per mile.....	1, 415 53	1, 304 84	Increase ..	110 69	8. 51
Net earnings per mile.....	2, 264 09	2, 622 97	Decrease ..	358 88	13. 80

NOTE.—Including mileage, rental, and taxes of part of line leased and operated by Central Pacific Railroad Company.

NORTHERN PACIFIC RAILROAD COMPANY.

This road has been completed with remarkable vigor and success.

There remained, June 30, 1882, 572 miles of track to be constructed to close the gap between the main line of the eastern and western divisions. This track is now finished, and a formal opening of the through line from Duluth and Saint Paul to Portland, Oreg., took place September 8, 1883, thus completing the fourth trans-continental line, lying wholly within the territory of the United States, to the Pacific Ocean.

The completion of this thoroughly constructed road marks another great event in the history of American railways, and opens to the internal commerce of the States an avenue of trade through a country of exceptionally great resources and of unprecedentedly rapid development. The entire line has been inspected and found to be very thoroughly constructed. The cuts are wide, well sloped, and clean, and the embankments of sufficient width. Much of the road is already well ballasted and in good line and surface.

The ground for the entire line, with but little exception, is admirably adapted to the construction of a solid and permanent road-bed; beds of gravel are of frequent occurrence and within easy distributing distance to surface the entire line. The bridges and trestles are strong and well built, and where very high extra care has been taken to have floors and guard-rails well secured to prevent damage from derailment of cars. The construction of the connecting link between the eastern and western divisions was so urgently pressed that the surfacing and ballasting of the road was for the time subordinated to this necessity, but the company is now vigorously engaged in this work and in the reduction of

curves and grades temporarily adopted. Shops, engine houses, and station buildings are being erected with all possible dispatch to meet the rapidly growing demands of a trade in both freight and passengers which is increasing with wonderful rapidity.

The total length of road owned by the Northern Pacific Company on June 30, 1883, was—

	Miles.
From Superior, Wis., to a point 10 miles west of Helena, Mont.....	1,141.84
From Wallula Junction to third crossing of Clark's Fork of the Columbia River.....	355.48
From Kalama, Wash. Ter., to New Tacoma, Wash. Ter.....	105.14
From New Tacoma to Carbonado, Wash. Ter.....	34.44
From South Prairie to Coal Mine, Wash. Ter.....	1.71
From Duluth, Minn., to Northern Pacific Junction (one-half interest).....	23.18
Making total owned of	<u>1,661.79</u>

The company also leases and operates—

From Sauk Rapids to Brainerd, Minn.....	60.54
From Wadena to Milnor	115.
From Fargo to La Morne	71.85
From Jamestown to Carrington	43.50
From Little Falls to Morris.....	87.84
From Sauk Rapids to Saint Paul.....	75.50
Making total leased of	454.23
Or total owned, leased, and operated	<u>2,116.02</u>

In addition to this are 207.61 miles of sidings, making total length of track 2,323.63 miles.

Of the entire tract, 1,761.58 miles are laid with 56-pound American steel, and 562.05 miles with 56-pound American iron rails. The maximum number of ties to the mile is 3,000, and the minimum 2,640. The maximum grade is 116.16 feet per mile, and is near Bozeman and Mullan Passes. The longest level is 8.92 miles, in the Red River Valley, where the longest tangent—51.79 miles—is also located.

There are 290,334 feet, or nearly 55 miles, of bridges on this road, of which 223,563 feet, or 42 miles, are of piling.

The great tunnels.—The total length of the Bozeman tunnel is 3,612 feet. Of this distance there had been excavated June 30, 1883, from the east end 1,266 feet, and from the west end 641 feet, making a total of 1,907 feet, and leaving 1,705 feet yet to be opened at that date. It is expected that this tunnel will be completed by January 1, 1884.

The Iron Ridge tunnel, 13 miles west of Helena, having a total length of 533 feet, was completed in April last.

Up to the 1st of February it was expected that the Mullan tunnel would be completed in time to lay the track through it in June; but the work was delayed by the falling of masses of rock, and the necessity for protecting the sides and roof with heavy timbers, so that no progress was made at the eastern end for two months. The length of the tunnel is 3,850 feet. On the 30th of June, 1883, there had been completed at the east end 2,077 feet, and at the west end 1,465 feet of heading and 888 feet of bottom, making the total of heading 3,542 feet and of bottom 2,965 feet, and leaving to be completed 308 feet of heading and 885 feet of bottom. The headings met on the 17th of August.

During the year ending June 30, 1883, the company expended for new construction \$19,422,720.07, and for improvements and betterments on the already constructed road \$2,013,966.61. The equipment purchased during the same period amounted to \$1,604,916.37, and consisted

of 135 locomotives, 76 passenger-cars, of which 23 were very elegant hotel and sleeping cars, 1,921 freight, and 38 miscellaneous cars. The total equipment on June 30, 1883, consisted of 289 locomotives, 187 passenger-cars, 11 officers' and pay cars, 6,789 freight, and 241 road cars.

During the year there were accidents resulting in death or injury to 229 persons—1 passenger, 24 employés and 13 other persons were killed from their own carelessness, and 2 passengers and 35 employés from causes beyond their own control, making a total of 75 killed. One passenger, 50 employés, and 9 other persons were injured from their own carelessness or misconduct, and 2 passengers and 92 employés from causes beyond their own control, making a total of 154 injured.

The act of Congress of July 2, 1864, chartering this company, granted twenty sections of land to the mile in the States and forty sections to the mile within the Territories. The company has acquired by United States patent 740,062.79 acres of land; by certification of United States land officers, not patented, 5,563,035.70 acres; earned but not certified, 25,000,000 acres, making the total land grant claimed by the company to June 30, 1883, 31,323,098.49 acres. The company has disposed of 4,539,743.11 acres to June 30, 1883, for the sum of \$15,593,156.20. The maximum price per acre (exclusive of town lots) received has been \$30, and the minimum \$2.60. The maximum now asked is \$20 and the minimum \$2.60 per acre. The average price per acre received from all sales during the year ending June 30, 1883, was \$4.02. The company reports that—

In Dakota, all the lands (excepting a few townships) in both the granted and first indemnity limits have been selected and certified, so far as the Government surveys have been completed.

In Minnesota all the lands in the granted limits have, with a few exceptions, been selected and entered, so far as such lands are free from adverse claims. In the first indemnity limits all the lands subject to entry by this company have been selected and certified, and in the second indemnity limits about one-half of the lands open to entry by this company have been selected and certified.

In Wisconsin the land grant of the company is very limited, and all the lands open for entry will, so far as the boundaries of the grant have been adjusted by the Government, be shortly selected.

Prompt measures were taken by the company to complete, as rapidly as possible, the selections of the lands which it is entitled to receive in Minnesota and Wisconsin, in compliance with instructions from the Interior Department. These instructions have recently been formulated into a direct order, requiring all such lands to be selected by the company by October 18, 1883, on or before which date it is expected that the company will have completed all of its selections in these States, so far as the grant has been adjusted.

In the expenses of the company for the year is included the sum of \$601,942.04, set apart as a fund for payment to the Government of the cost of surveying, selecting, and patenting these lands.

The development of the extensive regions tributary to this road has progressed rapidly during the year ending June 30, 1883. In Dakota the number of homestead entries increased from 14,156, covering 2,208,268 acres, to 22,491, covering 3,267,227 acres. The number of timber-culture entries ran up from 9,368, covering 1,466,532 acres, to 11,566, covering 1,765,259 acres, and the cash sales by the Government increased from 673,388 acres, for \$977,242, to 1,518,091 acres for \$3,109,387, making a total increase of public lands taken up in the Territory of Dakota alone during the year of 2,202,389 acres. The terminal cities, Saint Paul, Minneapolis, Duluth, Portland and Tacoma show a noteworthy increase during the past year. The increase in Saint Paul is estimated at 12,000 and of Minneapolis at 15,000 inhabitants. The suburbs of these two prosperous cities, which have a combined

population of about 170,000, are steadily approaching each other, and are apparently destined to form in the near future a single metropolis. Duluth has added about 5,000 to its population, and has considerably extended its trade and industries. The growth of Portland has been no less remarkable than that of the eastern termini of the Northern Pacific road; six hundred and forty-two new buildings were erected, at a cost of nearly three millions of dollars. Products to the aggregate value of \$7,434,800 were turned out by its manufacturing establishments, and the wholesale trade of the city amounted to \$40,000,000, or an increase of 33 per cent. over 1881. Tacoma and Seattle, the termini on Puget Sound, have added very largely to their population and business during the year. Lumber shipments from Puget Sound ports, in 1882, amounted to 36,822,000 feet, besides 2,086,000 lath and pickets, and 3,792,000 shingles. The number of vessels engaged in the Puget Sound trade was 538.

The total increase (estimated) of the population of Oregon and Washington Territory by immigration during the year was 30,000. The country south of Snake River and the Columbia, in Eastern Washington and Oregon, is fast assuming the appearance of a populous and cultivated region. The grain surplus of this portion of the country this year far exceeds that of any previous year.

From reports submitted to this office the following statements have been compiled:

Comparative statement of earnings and expenses of the Northern Pacific Railroad Company.

	Year ending June 30, 1883.	Year ending June 30, 1882.	Difference.		
			Increase or decrease.	Amount.	Per cent.
EARNINGS.					
Passenger	\$2,099,745 81	\$1,302,260 80	Increase ..	\$797,485 01	61.23
Freight	5,892,034 55	3,909,423 20	Increase ..	1,483,011 35	37.93
Mail.....	87,281 62	52,306 56	Increase ..	34,975 06	66.86
Express	229,259 22	149,293 18	Increase ..	79,966 04	53.56
Miscellaneous	46,738 06	17,021 82	Increase ..	29,716 24	174.58
Total.....	7,855,459 26	5,430,305 56	Increase ..	2,425,153 70	44.66
EXPENSES.					
Transportation.....	1,240,526 96	794,630 31	Increase ..	445,896 65	56.12
Maintenance of way	1,393,711 06	952,919 56	Increase ..	440,791 50	46.25
Motive power	1,579,529 68	967,694 74	Increase ..	611,834 94	63.22
Maintenance of cars	439,389 22	273,975 45	Increase ..	165,413 77	60.37
General expenses and taxes	683,772 85	583,620 45	Increase ..	100,152 40	17.16
Total.....	5,336,929 77	5,572,840 51	Increase ..	1,764,089 26	49.32
Net earnings	2,518,529 49	1,857,465 05	Increase ..	661,064 44	35.59
Average miles operated	1,497	797	Increase ..	700	87.74
Earnings per mile	\$5,247 47	\$6,813 43	Decrease..	\$1,565 96	22.98
Expenses per mile.....	3,565 08	4,482 86	Decrease..	917 18	20.46
Net earnings per mile	1,682 39	2,330 57	Decrease..	648 18	27.81

While the earnings per mile of the older portions of the road show a satisfactory increase, the ratio of earnings to total mileage was necessarily less for the fiscal year just closed than the preceding year, from the fact that of the 700 additional miles of road operated, nearly 600

were newly constructed line traversing regions where the road had to create settlement and business as it advanced. The earning capacity of this large mileage will soon be demonstrated, now that a connection of the track has been effected, and the line opened for through traffic to and from the Pacific coast. All portions of this new mileage, it should further be borne in mind, run through a country abounding in natural resources and certain to develop a steadily increasing local business. On the whole, the above exhibit must be held to be gratifying for a company pushing its tracks from the two sides of the continent, through regions scantily peopled or entirely unsettled, to a connection in the Rocky Mountains, and dependent for its earnings, until that connection was made, wholly upon its local traffic.

A new express company has been lately incorporated and organized under the laws of the State of Minnesota, by the name of the "Northern Pacific Express Company," the immediate purpose of which is to carry on the express business over this company's road and connecting lines of transportation; but its corporate powers admit of the extension of its business to any desired extent.

The telegraph system has been greatly extended. Since the last annual report 293 miles of new poles have been erected on the main line. There are now 1,191 miles of poles on the main line, not including 98½ used jointly with other companies, and 308½ miles on branch lines; 974½ miles of wire have been strung under contract with the Western Union Company—199¾ miles of exclusive Western Union wires and 782 of exclusive railroad wires. There are on the lines 154 offices and 194 operators.

The following table shows the financial condition of the Northern Pacific Company on June 30, 1883:

LIABILITIES.

First-mortgage bonds	\$39,522,200 00
Interest on funded debt.....	1,098,900 13
Dividend scrip.....	4,640,821 20
Payments on contracts not matured and loans for construction purposes	8,052,682 65
Accounts payable and advances on general mortgage bonds	7,662,501 92
Net proceeds of land sales in preferred stock, bonds, and cash	11,183,084 73
Total debt.....	72,160,190 63
Capital stock	90,749,463 00
Total stock and debt.....	162,909,654 53

ASSETS.

Cost of road and equipment	\$149,693,519 80
Cash on hand.....	3,375,398 36
Fuel, material, and stores on hand	4,506,341 05
Stocks and bonds	3,424,534 05
Cash applicable only to retiring bonds.....	486,386 01
Accounts receivable.....	2,573,058 38
Total.....	164,059,237 65
Surplus.....	1,149,583 12

In my Report for 1882, page 37, reference was made to the contemplated participation by the Northern Pacific Company in the organization of a company to provide terminal facilities at Portland, Oreg., for the allied companies whose roads enter that city. A company, called the "Northern Pacific Terminal Company of Oregon," has been formed since that report, with a capital stock of \$3,000,000, held in the follow-

ing proportions: Northern Pacific, 40 per cent.; Oregon Railway and Navigation Company, 40 per cent., and Oregon and California Railroad Company, 20 per cent. The Terminal Company was authorized to issue \$5,000,000 6 per cent. gold bonds, to provide the means to purchase terminal grounds and to erect the requisite improvements thereon. Three million dollars of these bonds have been sold at par, and the proceeds devoted to the acquisition of valuable real estate in the city of Portland, on the left bank of the Willamette River, and in East Portland, on the opposite bank.

Union passenger and freight depots will be erected on the Portland property proper, which comprises some 60 acres, adjoining the business portion of the city. In addition to this the company has secured the use of 2,200 feet of dock facilities on the river bank. In East Portland the purchase comprised 246 acres, with a mile of water-front, on which wharves, warehouses, coal and ore bunkers, a grain elevator of large capacity, a round-house, and extensive machine-shops will be built. A bridge over the Willamette River, now being constructed by the Northern Pacific Company, will connect the respective properties and the improvements to be made upon them.

The three companies have leased these excellent commercial facilities jointly and severally for fifty years for a sum sufficient to pay interest on the bonds of the terminal company, create a sinking fund, and provide for taxes, insurance, and other expenses.

The Northern Pacific Company has recently consummated an arrangement of great importance, by virtue of which it has secured entrance to Saint Paul and Minneapolis over what will virtually be its own track, and ample terminal facilities in those cities, thus ending the present inadequate and unsatisfactory method of reaching them by the joint use of the track of another company.

OREGON AND CALIFORNIA RAILROAD COMPANY.

This company is extending its line south from Roseburg to connect with the Oregon Branch of the Central Pacific Railroad Company at the California and Oregon State line, and the work is being pushed with very commendable vigor. The part of the line under present construction encounters much heavy work, including three tunnels of about 3,000 feet each, which have much delayed the work. Two of these are so nearly completed as to be out of the way of track-laying, but that at the Siskiyou Mountains will not be finished until the summer of 1884.

A large force is now working upon the unfinished portion of the road, and it is expected that 75 miles more will be in operation before the end of this year, leaving only about 35 miles to reach the State line of California, to where it is expected the California road will be built some time in the summer of 1884.

The road is throughout in fair condition, and is being improved, and its terminal facilities at East Portland increased.

The location of this road in the large and fertile valley of the Willamette will insure a steady growth of its local business, and when the connection is made with the California line there will also be a large through business.

The Oregon and California Railroad Company, organized under a State charter, is the successor, by consolidation, of the original Oregon and California, Oregon Central, and Western Oregon Railroad Companies, of which corporations the two former had been the recipients, through acts of the Oregon legislature, of grants to the State by the

United States Government, amounting to 12,800 acres per mile for a total authorized mileage of about 500 miles. The Oregon and California and Oregon Central Companies became bankrupt ten years ago.

The European mortgage creditors obtained control in 1876, but the companies were not formally reorganized and consolidated with the Western Oregon until 1881.

The Oregon and California Company, as now consolidated, has leased its lines and property to the Oregon and Transcontinental Company under date of May 25, 1883, to be considered as having taken effect on January 1, 1883. The terms of the lease are: That the lessee company pay as rental, during the first three years of the lease, all fixed charges on the mortgage indebtedness, and a dividend of $2\frac{1}{2}$ per cent. per annum on \$12,000,000 of preferred stock. That upon the expiration of the three years the rental for the remainder of the nine hundred and ninety-nine years shall be 35 per cent. of the gross earnings, with a guarantee on the part of the lessee company that this percentage shall be equal to the fixed charges and to a minimum dividend of 2 per cent. on the preferred stock.

The equipment of the Oregon and California Company June 30, 1883, consisted of 27 locomotives, 28 passenger cars, 565 freight, and 31 miscellaneous cars.

Accidents occurred during the year ending June 30, 1883, resulting in the killing of one and the injury of seven people.

From reports rendered to this office the following statements have been prepared:

Financial condition on June 30, 1883.

LIABILITIES.

First mortgage bonds	\$6,000,000 00
Interest on funded debt	962 48
Pay-rolls and vouchers	275,225 53
Accounts payable	1,108,434 08
Total debt	7,384,622 09
Capital stock	19,000,000 00
Total stock and debt	26,384,622 09

ASSETS.

Cost of road	\$16,730,684 27
Cost of equipment	829,059 09
Real estate	172,847 33
Capitalized debt	6,983,754 59
	24,716,345 28
Cash, construction fund in hands of trustees	835,644 89
Cash on hand	44,051 66
Fuel and stores on hand	63,765 51
Bills and accounts receivable	558,767 02
	26,218,574 36
Deficit	166,047 73

Comparative statement of the earnings and expenses of the Oregon and California Railroad Company.

	Year ending June 30, 1883.	Year ending June 30, 1882.	Difference.		
			Increase or decrease.	Amount.	Per cent.
EARNINGS.					
Passenger.....	\$404,797 19	\$317,558 29	Increase ..	\$87,238 90	27.47
Freight	556,797 75	532,599 27	Increase ..	24,198 48	4.54
Mail	36,728 36	24,513 73	Increase ..	12,214 63	49.83
Express	16,892 21	13,800 00	Increase ..	3,092 21	22.41
Miscellaneous.....	21,263 43	46,706 56	Decrease ..	25,443 13	54.47
Total.....	1,036,478 94	935,177 85	Increase ..	101,301 09	10.83
EXPENSES.					
Transportation	143,936 13	109,103 75	Increase ..	34,832 38	31.92
Maintainance of way.....	404,584 58	403,799 84	Increase ..	784 74	.19
Motive power	106,316 13	86,480 78	Increase ..	19,835 35	22.93
Maintenance of cars.....	30,594 26	33,418 23	Decrease ..	2,823 97	8.45
General expenses and taxes	105,304 88	76,944 46	Increase ..	28,360 42	36.86
Total.....	790,735 98	709,747 06	Increase ..	80,988 92	11.41
Net earnings	245,742 96	225,430 79	Increase ..	20,312 17	9.01
Average miles operated	336 05	309 71	Increase ..	26 34	8.31
Earnings per mile	3,084 30	3,019 52	Increase ..	64 78	2.08
Expenses per mile	2,353 03	2,291 65	Increase ..	61 38	2.24
Net earnings per mile.....	731 27	727 87	Increase ..	3 40	.46

THE ATLANTIC AND PACIFIC RAILROAD COMPANY.

This road, being the fourth through route to the Pacific coast, was opened in the latter part of October, soon after the formal opening of the Northern Pacific Railroad. It makes connection at its eastern terminus, at Albuquerque, N. Mex., with the Atchison, Topeka and Santa Fé Railroad, and at its western terminus, at "The Needles," with the Colorado branch of the Southern Pacific Railroad, being a distance of 572 miles.

The country through which it passes is new and almost wholly undeveloped, but the company is confident that it abounds in natural resources—agricultural, grazing, and mineral—which the road will speedily develop, and which will render it a valuable part of the national domain.

The president, in his annual report for the year ending December 31, 1882, and which has been returned to this office as an official report, states that—

The road has been divided into two divisions. That portion between the western boundaries of Missouri and Arkansas, and Albuquerque, N. M., was designated as the "Central Division," and that portion between Albuquerque and the Pacific Ocean is known as the "Western Division."

At the date of the reorganization, the company was the owner of this valuable franchise and land grant, and thirty-four miles of completed railroad of the Central Division, from Seneca, Mo., to Vinita, Indian Territory. Although the line had been definitely located, no work of construction had been done upon the Western Division.

CONSTRUCTION—WESTERN DIVISION.

The tripartite agreement of January 31, 1880, provided for the immediate construction of the Western Division.

To provide the money necessary for this construction, early in 1880 a first mort-

gage, to secure an issue of bonds not exceeding \$25,000 per mile, was placed upon the entire railroad, franchise, and land grant of the Western Division; and an income mortgage, to secure an issue of income bonds, not exceeding \$18,750 per mile upon this division, was also executed. Should the net earnings of the Western Division prove insufficient to meet the interest upon these first mortgage bonds, the Saint Louis and San Francisco Railway Company and the Atchison, Topeka and Santa Fe Railroad Company have guaranteed the same to the extent of 25 per cent. of their gross earnings upon all business interchanged by them respectively with the said Western Division.

In April, 1880, \$10,000,000 of the first-mortgage bonds and \$7,500,000 of the income bonds of this division were sold by subscription at par for the first-mortgage bonds, to parties holding rights under the agreement. A second subscription of \$15,000,000 firsts and \$11,250,000 incomes of the Western Division was offered the same parties by circular dated January 20, 1882, and promptly subscribed in full; but before allotment all subscriptions were reduced by the board of directors February 28, 1882, to forty per cent. of the original amount—that is, to \$6,000,000 firsts and \$1,500,000 incomes, in accordance with the right reserved by the terms of the subscription.

Should the net proceeds of these subscriptions prove to be insufficient to complete the road, and pay the interest upon the first mortgage bonds during construction, arrangements have been made with the Atchison, Topeka and Santa Fe Railroad Company and the Saint Louis and San Francisco Railway Company, which own nearly all the capital stock of this company, to advance any deficit, share and share alike, in the form of a loan, to be repaid hereafter.

The report of the company to this office for the year ending June 30, 1883, is very meager. Earnings accounts have been kept separate, but expenses have all been charged to construction. The earnings for the year are reported as follows:

Passenger.....	\$87,849 86
Freight.....	314,959 13
Mail.....	14,746 66
Express.....	12,662 66
Miscellaneous	1,006 05
Gross earnings	431,224 36

The equipment at the close of the fiscal year consisted of 47 locomotives, 14 passenger-cars, 1,285 freight, 188 hand and push, and 2 officers' cars.

The officers of the company have advised this office that both earnings and expense accounts will be kept separately from the 1st of November, this year, and statements of same promptly rendered.

The general balance sheet of the company, rendered to this office, exhibits its financial condition on June 30, 1883, as follows:

LIABILITIES.	
Funded debt.....	\$26,098,822 00
Unclaimed interest.....	2,100 00
Unpaid pay-rolls.....	23,612 49
Bills and accounts payable	4,417,579 44
Total debt.....	30,542,113 93
Capital stock	51,510,300 00
Total stock and debt.....	82,052,413 93
ASSETS.	
Construction :	
Old.....	\$21,746,834 00
New	59,704,261 59
	81,451,095 59
Cash	243,191 78
Land department	24,220 04
Accounts receivable.....	29,445 91
Total assets.....	81,747,953 32
Deficit.....	204,460 61

The company has not responded to the requests of this office with sufficient fullness to found a reliable report as to many subjects of interest connected with the road.

ATCHISON, TOPEKA AND SANTA FÉ RAILROAD COMPANY.

This company was chartered March 3, 1863. The main line, Atchison, Kans., to the west line of the State of Kansas, includes the Atchison and Topeka Railroad; company incorporated February 11, 1859.

The total length of road operated by the Atchison, Topeka and Santa Fé Railroad Company on December 31, 1882, was 470.58 miles owned and 1,349.89 leased, making 1,820.47 miles in all. Auxiliary lines are operated, amounting to 800.23 miles, thus making the total of 2,620.70.

The "Atchison system" proper is made up as follows:

	Miles.
Atchison, Topeka and Santa Fé Railroad, Atchison, Kans., to State line.....	470.58
Kansas City, Topeka and Western Railroad, Kansas City, Mo., to Topeka....	66.32
Pleasant Hill and De Soto Railroad, Pleasant Hill, Mo., to Cedar Junction, Kans.....	44.89
Kansas City, Emporia and Southern, Emporia to Howard, Kans.....	76.05
Florence, Eldorado and Walnut Valley, Florence to Douglas, Kans.....	53.59
Marion and McPherson Railway, Florence to Ellinwood, Kans.....	98.61
Wichita and Southwestern Railroad:	
Newton, Kans., to Arkansas River.....	79.16
Mulvane to Caldwell, Kans.....	40.05
Sedgwick Junction to Halstead, Kans.....	8.89
Pueblo and Arkansas Valley:	
Kansas State line to South Pueblo, Colo.....	148.72
Pueblo to Coal Banks (Rockvale), Colo.....	37.01
La Junta, Colo., to New Mexico line.....	96.37
New Mexico and Southern Pacific:	
Colorado State Line to San Marcial, N. Mex.....	353.97
Lamy to Santa Fé, N. Mex.....	18.12
Rio Grande, Mexico and Pacific:	
San Marcial to Deming, N. Mex.....	129.04
Rincon, N. Mex., to Texas State line.....	57.04
Rio Grande and El Paso, Texas State line to El Paso.....	20.15
New Mexican Railroad:	
Las Vegas to Hot Springs, N. Mex.....	6.34
Dillon Junction to Blossburg, N. Mex.....	5.93
San Antonio to Carthage, N. Mex.....	9.64
Total "Atchison system" December 31, 1882.....	1,820.47

AUXILIARY LINES.

KANSAS CITY, LAWRENCE AND SOUTHERN KANSAS SYSTEM.

Kansas City, Lawrence and Southern Kansas Railroad:

Lawrence to Coffeyville, Kans.....	143.33
Cherryvale to Harper, Kans.....	148.82
Olathe to Ottawa Junction, Kans.....	31.77
Wellington to Hunnewell, Kans.....	18.35
	342.27
Kansas City and Olathe Railroad: Olathe to Waseca Junction, Kans...	14.10
Ottawa and Burlington Railroad: Ottawa to Burlington, Kans.....	42.21
Total Kansas City, Lawrence and Southern Kansas system.....	398.58

SONORA SYSTEM.

New Mexico and Arizona Railroad :

	Miles.	Miles.
Benson to Nogales, on Mexican boundary	87.78	
Sonora Railway: Nogales to Guaymas, Mex	262.41	
		<hr/> 350.19

OWNED JOINTLY WITH THE UNION PACIFIC RAILWAY COMPANY.

Manhattan, Alma and Burlingame Railway :

Burlingame to Manhattan	56.62
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Leavenworth, Topeka and Southwestern Railway :

Leavenworth to Meriden	46.30	
		<hr/> 102.92

Total length of lines owned, leased, or operated December 31, 1882, including one-half owned jointly	2,620.70
Average length of lines operated in 1882	1,815.40

Except in the case of the Florence, Eldorado and Walnut Valley, the company pays the interest on the bonds of its leased lines by way of rentals.

Of the 2,620 miles of road before mentioned, about 1,700 miles are now in steel rail. The iron rail remaining is almost exclusively on branch roads. The whole road, having all the facilities for doing business, is well constructed and in good condition, and possesses an equipment of 348 locomotives, of which 128 are equipped with the automatic train-brakes; 234 passenger cars; 9,371 freight, 810 hand and push, and 37 miscellaneous cars.

The express business of this road is done by Wells, Fargo & Co., at 22 cents per mile per day on 6,000 pounds westward, and 4,000 pounds eastward, and \$4 per cwt. on all in excess of this amount. The sleeping and dining cars are owned jointly with the Pullman Palace Car Company. The railroad company haul the cars free and keep them in repair; the Pullman Palace Car Company furnish bedding and upholstery and pays the expenses of the cars, and the net receipts are divided equally.

During the year ending December 31, 1882, there were accidents resulting in the killing or injury of 469 persons; 15 employés and 14 other persons were killed on account of their own carelessness; 3 passengers, 19 employés, and 1 other person were killed from causes beyond their own control; making a total of 52 killed. Nine passengers, 272 employés, and 30 other persons were injured from their own carelessness or misconduct, and 13 passengers, 92 employés, and 1 other person were injured from causes beyond their own control, making a total of 417 injured.

It is estimated by the General Land Office that the Atchison, Topeka and Santa Fé Company is entitled to about 3,005,870 acres. On June 30, 1883, there had been patented to the company 2,745,778.47 acres, from which it had sold to December 31, 1882, 1,162,216.06 acres for the sum of \$6,973,063.20. The maximum price per acre sold has been \$21.75; the minimum, \$1.25.

The cost of additions and betterments to the entire line during the year 1882 amounted to \$2,349,580.04, and of additions to rolling stock, \$1,884,312.01.

From annual reports rendered to this office for the year ending December 21, 1882, the following is ascertained:

LIABILITIES.

First-mortgage bonds.....	\$7,041,000 00
Other funded debt.....	18,200,500 00
Interest on other funded debt.....	756,423 41
Dividends unpaid.....	863,807 50
Sundry account balances.....	333,240 25
Canceled bond account.....	581,500 00
Scrip exchangeable into capital stock.....	6,550 00
Bills and accounts payable.....	1,996,650 71
Total debt.....	29,779,672 27
Capital stock.....	56,906,700 00
Total stock and debt.....	86,686,372 27

ASSETS.

Cost of road and equipment (including \$45,784,550 for leased roads)....	\$52,426,222 31
Cash on hand.....	948,399 98
Fuel, material, and stores on hand.....	3,046,391 58
Stocks and bonds.....	2,466,937 56
Miscellaneous investments.....	963,233 31
Bills and accounts receivable.....	2,067,532 85
Total assets.....	91,918,717 59
Surplus.....	5,232,345 32

The following statement showing the operations of the road for the years ending June 30, 1882 and 1883. is submitted :

Comparative statement of earnings and expenses of the Atchison, Topeka and Santa Fé Railroad Company.

	Year ending June 30, 1883.	Year ending June 30, 1882.	Difference.		
			Increase or decrease.	Amount.	Per cent.
EARNINGS.					
Passenger.....	\$3, 388, 146 10	\$3, 634, 023 53	Decrease ..	\$250, 877 43	6.90
Freight	10, 651, 795 84	9, 785, 128 29	Increase ..	866, 667 55	8.86
Mail	266, 756 49	246, 602 60	Increase ..	20, 153 89	8.17
Express.....	208, 657 09	278, 921 04	Decrease ..	70, 263 95	25.19
Miscellaneous.....	99, 642 50	80, 976 07	Increase ..	18, 666 43	23.05
Total.....	14, 609, 998 02	14, 025, 651 53	Increase ..	584, 346 49	4.17
EXPENSES.					
Transportation.....	1, 927, 283 80	1, 905, 122 47	Increase ..	22, 161 33	1.16
Maintenance of way.....	2, 274, 976 08	4, 054, 393 03	Decrease ..	1, 779, 416 95	43.89
Motive power	1, 748, 826 52	1, 818, 115 37	Decrease ..	69, 288 85	3.81
Maintenance of cars	881, 500 38	793, 723 22	Increase ..	87, 777 16	11.05
General expenses and taxes.....	324, 727 61	307, 195 48	Increase ..	17, 532 13	5.70
Total.....	7, 157, 314 39	8, 878, 549 57	Decrease ..	1, 721, 235 18	19.39
Net earnings	7, 452, 683 63	5, 147, 101 96	Increase ..	2, 305, 581 67	44.80
Average miles operated	1, 820 00	1, 794 66	Increase ..	25 34	1.41
Earnings per mile.....	8, 027 47	7, 815 21	Increase ..	212 26	2.72
Expenses per mile	3, 932 59	4, 947 20	Decrease ..	1, 014 61	20.51
Net earnings per mile	4, 094 88	2, 868 01	Increase..	1, 226 87	42.78

"The Sonora System."—A favorable opportunity presented itself for obtaining absolute control of the Sonora Railway, of which the direct-

ors of the Atchison, Topeka and Santa Fé Company availed themselves. The entire amount of its capital stock—\$5,248,000—is now owned by the latter company.

The lines of road, which for the purpose of operation are called the Sonora system, consist of the New Mexico and Arizona Railroad, 87.78 miles, extending from Benson Junction, on the Southern Pacific Railroad, to Nogales, on the Mexican border, where a junction is made with the Sonora Railway. This line of road was completed late in 1882. The Sonora Railway, extending from Nogales to Guaymas, was completed October 25, 1882.

The road is now practically completed, although additional expenditures are being made this present year, amounting to about \$225,000, to meet the rigid requirements of the Mexican Government, which has subsidized this property to the amount of, in American currency, \$2,570,530. Of this amount there had been paid to the company December 31, 1882, the sum of \$934,710.15.

The outstanding first-mortgage bonds on this property are \$4,107,000, bearing interest at 7 per cent., which is guaranteed by the Atchison Company, exclusive of \$50,000 of bonds, on deposit with the Monte de Piedad, on which the company has not guaranteed the interest.

The directors of the company now have under consideration the adoption of measures for the development of business on this line.

SAINT LOUIS AND SAN FRANCISCO RAILWAY COMPANY.

This road has been aided by a grant of lands, estimated at 1,161.235.07 acres, of which 936,169.51 acres were patented to June 30, 1883. The mileage December 31, 1882, was as follows:

	Miles.
Pacific to Seneca, Mo	292½
Granby Branch	1½
Peirce City, Mo., to Wichita, Kans	218½
Oronogo to Joplin, Mo	10½
Girard to Galena, Kans. (including Belt Road at Joplin).....	47½
Carbon Branch	3½
Plymouth, Mo., to Fort Smith, Ark	132½
Springfield to Ozark, Mo. (White River Branch).....	19
Total	724½

The Central Division of the Atlantic and Pacific Railroad (operated by this company) has been extended during the year from Vinita, Cherokee Nation, Indian Territory, to Tulsa, Creek Nation, Indian Territory, on the east bank of the Arkansas River, a distance of 65 miles, giving it a total length of 98½ miles, and making a total mileage under the control of and operated by this company, of 823½ miles. In addition to this mileage, the trains run by contract over the Missouri Pacific road, Pacific to Saint Louis, 36½ miles, and over the Atchison, Topeka and Santa Fé, from Wichita to Halstead, 24½ miles, making a total mileage used of 885½ miles.

The total mileage laid with steel rails at the close of the year 1882 is 552½ miles, distributed as follows: Main Line, 254 miles, 56 pounds to the yard; Kansas Division, 7 miles, 56 pounds to the yard, and 156½ miles, 52 pounds to the yard; Arkansas Division, 40 miles, 56 pounds to the yard, and 92½ miles, 52 pounds to the yard; White River Branch, 2½ miles, 52 pounds to the yard—leaving 172½ miles laid with iron.

There have been laid on the Main Line and Kansas Division during the year, 48½ miles of 56-pound steel rails, all (with new angle-bars and bolts) charged to operating expenses.

There were placed in the track 66 steel split switches, 85 sets of single-switch timbers, 7 sets of double-switch timbers, and 164 head blocks.

There were placed 140,544 cross-ties on the Main Line, 91,002 on the Kansas Division, 72 on the Arkansas Division, making a total of 231,618 ties placed in the road during 1882.

From statements submitted the following table has been prepared, showing the financial condition of the company June 30, 1883:

LIABILITIES.

Funded debt.....	\$21,613,000 00
Interest on funded debt.....	490,308 50
Unpaid dividends.....	157,465 00
Bills payable.....	1,405,056 24
Accounts payable.....	1,112,225 71
Total debt.....	24,778,085 45
Capital stock.....	25,000,000 00
Total stock and debt.....	49,778,085 45

ASSETS.

Cost of road and equipment.....	\$47,438,514 91
Cash on hand.....	136,371 81
Fuel, material, and stock on hand.....	99,902 80
Stocks and bonds.....	1,441,906 24
Bills and accounts receivable.....	2,090,546 75
Total assets.....	51,207,242 51
Surplus.....	1,427,157 06

The following statement shows the earnings and expenses for the years ending June 30, 1883-'82.

Comparative statement of earnings and expenses of the Saint Louis and San Francisco Railway Company.

	Year ending June 30, 1883.	Year ending June 30, 1882.	Difference.		
			Increase or decrease.	Amount.	Per cent.
EARNINGS.					
Passenger	\$798, 190 37	\$690, 502 74	Increase ..	\$107, 687 63	15.60
Freight	2, 761, 064 15	2, 331, 252 93	Increase ..	429, 811 22	18.44
Mail	80, 761 44	77, 036 79	Increase ..	3, 724 65	4.84
Express	81, 002 68	59, 961 32	Increase ..	21, 041 36	36.76
Miscellaneous	57, 266 59	28, 417 05	Increase ..	28, 849 54	101.53
Total	3, 778, 285 23	3, 187, 170 83	Increase ..	591, 114 40	18.55
EXPENSES.					
Transportation	457, 082 19	408, 417 59	Increase ..	53, 664 60	13.30
Maintenance of way	484, 441 39	623, 642 42	Decrease ..	139, 201 03	22.32
Motive power	383, 962 48	366, 677 58	Increase ..	17, 284 90	4.71
Maintenance of cars	129, 830 07	95, 670 55	Increase ..	34, 159 52	35.71
General expenses and taxes	174, 519 44	153, 294 86	Increase ..	21, 224 58	13.85
Total	1, 629, 835 57	1, 642, 703 00	Decrease ..	12, 867 43	.78
Net earnings	2, 148, 449 66	1, 544, 467 83	Increase ..	603, 981 83	39.11
Average miles operated	708.08	643.00	Increase ..	65.08	10.11
Earnings per mile	\$5, 335 95	\$4, 956 72	Increase ..	\$379 23	7.65
Expenses per mile	2, 301 76	2, 554 75	Decrease ..	252 99	9.90
Net earnings per mile	3, 034 19	2, 401 97	Increase ..	632 22	26.31

MISSOURI PACIFIC RAILWAY COMPANY.

The Missouri Pacific, also known as the Southwestern Railway System, on December 31, 1882, was composed of the following roads, which were operated under one management:

	Miles.
Missouri Pacific	990
Central Branch Union Pacific	388
Missouri, Kansas and Texas	1,374
International and Great Northern	775
Texas and Pacific	1,487
Saint Louis, Iron Mountain and Southern	882
Making a total of	5,896

This mileage, up to November, 1883, has been increased to a total of 6,029 miles.

The financial condition of the company may be considered satisfactory. It has, practically, no floating debt, and has ample cash resources to meet maturing interest or dividends.

The promissory notes of the respective companies composing the system on December 31, 1882, as compared with the same period in 1881, were:

Names of companies.	Bills payable.	
	1881.	1882.
Missouri Pacific	\$5,291 20	\$500 00
Central Branch Union Pacific	None.	None.
Missouri, Kansas and Texas	None.	None.
International and Great Northern	None.	None.
Texas and Pacific	1,175,000 00	.....
Saint Louis, Iron Mountain and Southern	1,508,076 25	304,825 20
Total outstanding	2,688,367 45	305,325 20
Decrease		2,383,042 25

The locomotive and car equipment at the close of 1882 was 680 locomotives, 461 passenger cars, and 18,690 freight cars. At the close of the year 2,684 miles of the main tracks of this system were laid with steel rails, being 45½ per cent. of the entire lines.

During the year 309 miles of steel rails, to replace iron, and 1,457,837 cross-ties were placed in track; 75 miles of new side-track were also added. Eighty-nine miles of rock, 155 miles of gravel and sand, and 30 miles of cinder ballast were also put in track during this time. The company also built 172 miles of new fencing.

The properties have been thoroughly maintained and their values greatly increased during the year, whilst there has been a decided increase in business.

The earnings and expenses of the entire system for the year ending December 31, 1882, were as follows:

Passenger earnings	\$6,797,373 63
Freight earnings	23,099,929 93
Mail earnings	706,390 03
Miscellaneous earnings	1,769,650 76
Gross	32,373,354 41
Operating expenses	19,811,035 37
Net earnings	12,562,319 04

The gross earnings show an increase over 1881 of \$5,090,767, and net increase of \$2,296,397.14.

The accounts of the several companies comprising the Southwestern System are kept separately, being cleared through the accounts of the Missouri Pacific Railway, and are exhibited under the heads of the respective roads.

The following statement shows the financial condition of the Missouri Pacific proper on the 31st of December, 1882:

LIABILITIES.	
Funded debt.....	\$25, 379, 000 00
Interest due and accrued.....	468, 972 48
December vouchers, payable January 15	2, 395, 919 97
Saint Louis Bridge and Tunnel Company	51, 000 00
Hospital account.....	41, 386 51
Total debt.....	28, 336, 278 96
Capital stock	29, 958, 900 00
Total stock and debt.....	58, 295, 178 96
ASSETS.	
Cost of road and equipment.....	\$39, 298, 900 99
Advances to roads under construction	709, 441 10
Cash on hand.....	1, 238, 990 41
Supplies and material on hand	624, 117 12
Due from agents, conductors, &c.....	202, 579 39
Investment in stocks and bonds.....	20, 856, 311 90
Total.....	62, 930, 340 91
Surplus.....	4, 635, 161 95

CENTRAL BRANCH UNION PACIFIC RAILROAD.

(Operated by the Missouri Pacific as its "Central Branch Division.")

The road was originally chartered by the legislature of the Territory of Kansas, under date of February 11, 1859, as the Atchison and Pike's Peak Railroad Company. On November 20, 1866, by vote of persons owning a majority of the stock, and in compliance with the laws of the State of Kansas, the name was changed to "Central Branch Union Pacific Railroad Company," to take effect on and after January 1, 1867.

By the thirteenth section of the act of Congress approved July 1, 1862, which chartered the Union Pacific Railroad Company, the Hannibal and Saint Joseph Railroad Company was authorized to build a railroad from Saint Joseph, via Atchison, to connect with the road through Kansas. By regular proceedings beginning June 9, 1863, and ratified by votes of the stockholders, the Hannibal and Saint Joseph Railroad Company assigned to the Atchison and Pike's Peak Railroad Company all their right, title, and interest in the grant to them by the Pacific Railroad act of July 1, 1862, which assignment was formally accepted by the Atchison and Pike's Peak Railroad Company on May 26, 1865.

The land grant to this company is twenty sections, or 12,800 acres, per mile for 100 miles, extending from the Missouri River to Atchison westwardly through Kansas.

The majority of the public lands through which this road runs having been disposed of prior to the grant, the company will obtain only 245,166 acres, 187,447.99 of which had been patented to June 30, 1883.

The Government has loaned its bonds to the company to the extent

of \$16,000 per mile for 100 miles from Atchison to Waterville, Kans., making \$1,600,000. The Central Branch Union Pacific Company has leased the Atchison, Colorado and Pacific Railroad, 288 miles, making its total miles operated, as hereinbefore mentioned, 388.

From reports submitted to this office, and from an examination of the books in Saint Louis and New York City, the following statements have been compiled, with a view to the ascertainment of 5 per cent. of the net earnings of the subsidized portion of the Central Branch Union Pacific Railroad (100 miles) for the years 1879, 1880, 1881, and 1882. (The last statement of this kind for this road which has been printed by this office will be found on page 266 of the report for 1880. The settlement is explained on page 17 of the same report.)

Earnings and expenses of the Central Branch Union Pacific Railroad for the year ending December 31. 1879.

EARNINGS.

Passenger	\$175,610 49
Freight	766,638 32
Mail	12,117 92
Express	8,415 00
Miscellaneous	33,473 67
Gross earnings for whole line	<u>\$996,255 40</u>

EXPENSES.

Conducting transportation	\$138,748 17
Maintenance of way	296,628 19
Motive power	135,086 22
Maintenance of cars	28,740 77
General expenses	218,200 86
Total for whole line	<u>\$819,404 21</u>
Net earnings for whole line	<u>176,851 19</u>

Average miles operated during the year, 226.

Subsidy portion, 100 miles, or $\frac{1}{2}\frac{1}{2}$ of total	78,252 74
5 per cent.	3,912 64
United States mail transportation withheld	12,117 92
Balance in favor of the company	8,205 28

Earnings and expenses for the year ending December 31, 1880.

[100 miles subsidy portion.]

EARNINGS.

Passenger	\$100,796 76
Freight	365,161 55
Mail	11,342 43
Express	2,734 41
Miscellaneous	14,714 00
Total	<u>\$494,749 15</u>

EXPENSES.

Transportation	\$66,415 83
Maintenance of way	123,106 25
Motive power	92,704 45
Maintenance of cars	26,357 83
General and taxes	15,001 23
Total	<u>\$323,585 59</u>
Net earnings	<u>171,163 56</u>
5 per cent.	<u>8,558 18</u>

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GOVERNMENT TRANSPORTATION.

United States mail:		
Subsidy portion.....	\$11,342 43	
Non-aided line	13,606 05	
		<u>\$29,948 48</u>
Balance in favor of the company.....		21,390 30

Earnings and expenses year ending December 31, 1881.

[100 miles, subsidy portion.]

EARNINGS.

Passenger.....	\$106,144 90	
Freight	343,036 49	
Mail	11,270 00	
Express.....	2,332 51	
Miscellaneous	17,985 36	
		<u>\$520,769 26</u>
Total		

EXPENSES.

Transportation.....	\$67,828 52	
Maintenance of way	158,767 54	
Motive power	97,259 36	
Maintenance of cars.....	22,494 27	
General and taxes.....	10,005 23	
		<u>\$356,354 92</u>

Total		\$356,354 92
Net earnings.....		<u>164,414 34</u>
5 per cent.....		<u>8,220 72</u>

GOVERNMENT TRANSPORTATION.

United States mail:		
On subsidy portion.....	\$11,270 00	
On non-aided line.....	18,806 46	
		<u>\$30,076 46</u>
Balance in favor of the company		21,855 74

Earnings and expenses, year ending December 31, 1882.

[100 miles subsidy portion.]

EARNINGS.

Passenger	\$106,344 15	
Freight	386,779 22	
Mail.....	12,538 58	
Express	4,955 64	
Miscellaneous.....	17,447 24	
		<u>\$528,044 83</u>

Total.....		\$528,044 83
Transportation	78,789 55	
Maintenance of way	86,198 80	
Motive power.....	93,610 53	
Maintenance of cars	24,473 97	
General and taxes	8,778 21	
		<u>291,851 06</u>

Total.....		291,851 06
Net earnings.....		<u>236,193 77</u>
5 per cent		<u>11,809 69</u>

GOVERNMENT TRANSPORTATION.

United States mail:

Aided line	\$12,538 58	
Non-aided line	22,748 84	
		<u>\$35,287 42</u>
Balance in favor of the company		23,477 73

The last settlement made with this company was for the year ending December 31, 1878, when 5 per cent. of net earnings, \$6,926.91, was deducted from a judgment in the Court of Claims amounting to \$25,521.04, the company being paid the difference, \$18,594.13, in money.

A summary of the foregoing 5 per cent. statements for the four years since that settlement shows—

Transportation withheld, 1879.....	\$12,117 92	
Transportation withheld, 1880.....	29,948 48	
Transportation withheld, 1881.....	30,076 46	
Transportation withheld, 1882.....	35,287 42	
Total.....		<u>107,430 28</u>
5 per cent. net earnings, 1879.....	\$3,912 64	
5 per cent. net earnings, 1880.....	8,558 18	
5 per cent. net earnings, 1881.....	8,220 72	
5 per cent. net earnings, 1882.....	11,809 69	
		<u>32,501 23</u>
Balance in favor of the company		74,929 05

The financial condition of the company on December 31, 1882, was as follows:

LIABILITIES.

First-mortgage bonds	\$1,600,000 00
United States subsidy bonds.....	1,600,000 00
Other funded debt	630,000 00
Interest on United States bonds	1,501,808 26
Interest on other funded debt	13,042 24
Accounts payable.....	626,811 16
Total debt.....	<u>5,971,661 66</u>
Capital stock	1,000,000 00
Total stock and debt.....	<u><u>6,971,661 66</u></u>

ASSETS.

Cost of road and equipment.....	\$6,020,205 22
Cash on hand.....	6,185 06
Stocks and bonds owned	123,737 76
Bills and accounts receivable	667,802 48
Total assets	<u>6,817,930 52</u>
Deficit.....	<u><u>153,731 14</u></u>

Comparative statement of earnings and expenses of the Central Branch Union Pacific Railroad Company.

	Year ending June 30, 1883.	Year ending June 30, 1882.	Difference.		
			Increase or decrease.	Amount.	Per cent.
EARNINGS.					
Passenger	\$108,778 20	\$111,580 11	Decrease ..	\$2,801 91	2.51
Freight	572,910 19	309,603 50	Increase ..	263,306 69	85.04
Mail	13,734 72	11,342 44	Increase ..	2,392 28	21.09
Express	6,799 13	3,104 23	Increase ..	3,694 90	119.02
Miscellaneous	27,935 47	17,480 82	Increase ..	10,454 65	59.80
Total	730,157 71	453,111 10	Increase ..	277,046 61	61.14
EXPENSES.					
Transportation	95,731 89	73,317 23	Increase ..	22,414 66	30.57
Maintenance of way	124,750 52	125,248 83	Decrease ..	498 31	.39
Motive power	124,843 91	94,727 93	Increase ..	30,115 98	32.43
Maintenance of cars	28,653 83	27,414 06	Increase ..	1,239 27	4.52
General expenses and taxes	11,185 01	8,492 99	Increase ..	2,692 02	31.69
Total	385,164 66	329,201 04	Increase ..	55,963 62	16.99
Net earnings	344,993 05	123,910 06	Increase ..	221,082 99	105.78
Average miles operated	100.00	100.00	.....	.....	.....
Earnings per mile	\$7,301 57	\$4,531 11	Increase ..	\$2,770 46	61.14
Expenses per mile	8,851 64	8,292 01	Increase ..	559 63	16.99
Net earnings per mile	3,449 93	1,239 10	Increase ..	2,210 83	105.78

MISSOURI, KANSAS AND TEXAS RAILWAY COMPANY.

This road was leased to the Missouri Pacific Railway Company December 1, 1880, the rental paid being its net earnings.

The Missouri, Kansas and Texas Railway Company was organized April 7, 1870, by the consolidation of the Union Pacific (southern branch), chartered September 20, 1865; the Tebo and Neosho, chartered June 18, 1870; the Labette and Sedalia, chartered May 7, 1870; and the Neosho Valley and Holden, opened in 1871. The Saint Louis and Santa Fé Railroad, Holden, Mo., to Paola, Kans., chartered December 1, 1870, was purchased at foreclosure sale April 29, 1872; and the Hannibal and Central Missouri, Hannibal to Moberly, 72.5 miles, chartered February 13, 1865, was purchased in the year 1874.

Seventy-one miles of track, from Fort Worth to Whitesborough, is owned and was built by the Texas Pacific Company, but it is operated jointly with that company by the Missouri, Kansas and Texas Company, which pays as rental 6 per cent. on \$10,000 per mile, and one-half taxes, expenses, &c.

The total length of road owned on June 30, 1883, was 1,360 miles, which, with the above-mentioned 71 miles, makes a total of 1,431 miles operated on that date.

The estimated amount of land granted to the Missouri, Kansas and Texas Railway Company to aid in construction is 1,520,000 acres, of which 984,105.86 acres have been patented to June 30, 1883, and from which the company report having sold to June 30, 1883, about 945,792.82 acres, at an average price of \$3.70 per acre.

The equipment of this road on June 30, 1883, consisted of 145 locomotives, of which 35 were equipped with the Westinghouse air-brake; 85 passenger, 4,251 freight, and 14 miscellaneous cars, all owned by the company.

The financial condition of this company on June 30, 1883, was as follows:

LIABILITIES.

Funded debt.....	\$41,498,404 25
Interest on funded debt	1,435,110 04
Accounts payable	945,785 59
Total debt.....	43,879,300 28
Capital stock	46,417,566 93
Total stock and debt.....	90,296,867 21

ASSETS.

Cost of road and equipment.....	\$67,780,440 10
Cash on hand.....	28,943 93
Stocks and bonds owned.....	16,942,693 95
Bills and accounts receivable.....	1,084,753 14
Total.....	85,836,831 12
Deficit.....	4,460,036 09

Comparative statement of earnings and expenses of the Missouri, Kansas and Texas Railway Company.

	Year ending June 30, 1883.	Year ending June 30, 1882.	Difference.		
			Increase or decrease.	Amount.	Per cent.
EARNINGS.					
Passenger	\$1, 591, 881 11	\$1, 214, 669 24	Increase ..	\$377, 211 87	31. 48
Freight	5, 255, 691 10	4, 804, 570 81	Increase ..	951, 120 29	22. 12
Mail	155, 832 32	125, 507 79	Increase ..	20, 324 53	15. 00
Express	159, 146 43	105, 035 88	Increase ..	54, 110 55	51. 53
Miscellaneous	96, 072 74	66, 701 26	Increase ..	29, 371 48	44. 03
Total	7, 258, 623 70	5, 826, 484 98	Increase ..	1, 432, 138 72	24. 09
EXPENSES.					
Transportation	1, 315, 631 35	1, 021, 202 27	Increase ..	294, 429 08	28. 86
Maintenance of way	1, 290, 332 51	1, 358, 713 30	Decrease ..	68, 380 79	5. 03
Motive power	1, 342, 111 90	1, 016, 404 71	Increase ..	325, 707 19	32. 05
Maintenance of cars	428, 941 86	339, 030 11	Increase ..	89, 911 75	26. 52
General expenses and taxes	162, 691 46	118, 325 53	Increase ..	44, 365 93	37. 50
Total	4, 539, 709 08	3, 853, 675 92	Increase ..	686, 033 16	17. 82
Net earnings	2, 718, 914 62	1, 972, 809 06	Increase ..	746, 105 56	37. 82
Average miles operated	1, 331. 81	1, 052. 03	Increase ..	279. 78	26. 60
Earnings per mile	\$5, 450 19	\$5, 538 32	Decrease ..	\$88 13	1. 59
Expenses per mile	3, 408 67	3, 663 08	Decrease ..	254 41	6. 94
Net earnings per mile	2, 041 52	1, 875 24	Decrease ..	166 28	8. 87

The International and Great Northern has not been subsidized by the Government either in bonds or lands, and is not required to report to this office.

The Texas and Pacific Railway Company is required to make a sworn report annually, which its president has done. A copy of this report is submitted as Appendix 13.

ST. LOUIS, IRON MOUNTAIN AND SOUTHERN RAILWAY COMPANY.

This road, which is now operated as a division of the Missouri Pacific Railway, operated 882 miles of main and 173 miles of side-track on December 31, 1882; 689 miles, or $78\frac{1}{10}$ per cent. of the main line was laid with steel rails, of which 79 miles were put in track during the year 1882; 375,709 cross-ties were also put in during the same period, and the property improved generally.

The income bonds of the Saint Louis, Iron Mountain and Southern Railway Company, originally \$8,000,000, have been nearly all exchanged for general mortgage 5 per cent. bonds—less than \$400,000 remaining of the entire issue.

The estimated amount of lands granted to this company is 4,106,647.30 acres, of which 1,382,410.22 acres have been patented to June 30, 1883. The company report having sold to December 31, 1882, from the total lands granted and purchased 392,871.47 acres. The sales during the year 1882 averaged \$3.84 per acre in Missouri, and \$3.47 in Arkansas.

The financial condition of the company on December 31, 1882, was as follows:

LIABILITIES.

Funded debt.....	\$33,929,901 27
Interest due and accrued.....	1,311,376 65
Sundry accounts payable.....	11,562 46
Bills payable.....	304,826 16
Employé's home.....	5,814 79
Total debt.....	35,563,481 33
Capital stock.....	22,084,085 00
Total stock and debt.....	57,647,566 33

ASSETS.

Cost of road and equipment.....	\$51,164,895 63
Cash on hand.....	27,439 64
Supplies and materials on hand.....	209,333 04
Advances to roads under construction.....	27,465 04
Stocks and bonds.....	1,333,984 83
Accounts receivable.....	1,560,074 32
Total assets.....	54,323,192 50
Deficit.....	3,324,373 83

The company estimates as an asset, in addition to the above, United States land-grant lands in Arkansas, \$3,018,280.59, and in Missouri, \$196,171.76, making a total of \$3,214,452.35.

Comparative statement of the earnings and expenses of the Saint Louis, Iron Mountain and Southern Railway Company.

	Year ending June 30, 1883.	Year ending June 30, 1882.	Difference.		
			Increase or decrease.	Amount.	Per cent.
EARNINGS.					
Passenger	\$1, 638, 483 32	\$1, 442, 116 70	Increase ..	\$196, 366 62	13. 62
Freight	5, 734, 814 17	5, 476, 005 44	Increase ..	258, 808 73	4. 78
Mail	149, 018 91	146, 504 39	Increase ..	2, 514 52	1. 72
Express	124, 754 62	153, 900 89	Decrease	29, 146 27	18. 94
Miscellaneous	180, 405 05	107, 871 37	Increase ..	72, 533 68	67. 68
Total	7, 827, 476 07	7, 326, 398 79	Increase ..	501, 077 28	6. 84
EXPENSES.					
Transportation	1, 354, 692 73	1, 327, 928 21	Increase ..	26, 764 52	2. 02
Maintenance of way	1, 159, 234 51	1, 352, 150 18	Decrease .	192, 915 67	14. 27
Motive power	1, 110, 670 60	961, 621 97	Increase ..	149, 048 63	15. 52
Maintenance of cars	445, 579 75	291, 454 04	Increase ..	154, 125 71	53. 14
General expenses and taxes	232, 640 85	252, 367 46	Decrease .	19, 726 61	7. 82
Total	4, 302, 818 44	4, 185, 521 86	Increase ..	117, 296 58	2. 80
Net earnings	3, 524, 657 63	3, 140, 876 93	Increase ..	383, 780 70	12. 22
Average miles operated	858 46	713 83	Increase ..	144 63	20. 26
Earnings per mile	9, 118 04	10, 263 51	Decrease .	1, 145 47	11. 16
Expenses per mile	5, 012 25	5, 863 47	Decrease .	851 22	15. 40
Net earnings per mile	4, 105 79	4, 400 04	Decrease .	294 25	6. 69

TEXAS AND PACIFIC RAILWAY COMPANY.

This road forms a part of the Southwestern or Missouri Pacific Railway system.

The act of March 3, 1871, section 13, requires that the president of the company shall annually make a sworn statement to the Secretary of the Interior, exhibiting the financial condition, receipts and expenditures, number of miles of road constructed, &c. This report for the year ending June 30, 1883, has been received, a copy of which is submitted as Appendix 13.

This company was chartered under the title of the Atlantic and Pacific by the State of New York in 1853, changed to Texas Western, afterwards, in 1856, to the Southern Pacific, and by the act of Congress approved March, 3, 1871, it was chartered under its present title. It acquired the properties of the Southern Pacific, the Southern Transcontinental, and the Memphis, El Paso and Pacific Railroad Companies. The Southern Pacific Railroad Company was a consolidation of the Vicksburg, Shreveport and Texas, chartered in Louisiana, and the Southern Pacific, organized under the laws of Texas. That portion of the line in Louisiana, about 20 miles, was built by the Vicksburg, Shreveport and Texas Company; the section of the road from the east line of Texas to Longview, Tex., about 40 miles, by the Southern Pacific Company. The rest of the line in Texas was built by the present company.

On January, 1882, a junction was formed with the Southern Pacific Railroad at a point 523 miles west from Fort Worth, and on the 15th of the same month the road was opened for traffic to El Paso, and through rail communication established from Saint Louis to San Francisco via the Iron Mountain road. Ninety-two miles of track—between Sierra Blanco and El Paso—is used jointly with the Galveston, Harrisburg and San Antonio Railroad Company, the Texas and Pacific Company

paying one-half taxes, station expenses, and cost of maintenance, and, in addition, 6 per cent. on \$10,000 per mile. The New Orleans division of the Texas and Pacific Railroad was opened for through traffic on October 15, 1882, forming in connection with the Southern Pacific Railroad a continuous line from New Orleans to the Pacific Coast.

The growth of the country tributary to the Texas and Pacific Railroad west of Fort Worth has been very great during the past year, insuring a large and increasing local business for the line, and enhancing the value of its land grant, of which about 4,500,000 acres remained unsold June 30, 1883.

The mileage of the Texas and Pacific Railway on June 30, 1883, was as follows:

Eastern Division :	Mile
From Shreveport to Fort Worth, via Marshall.....	219.69
From Marshall to Texarkana Junction.....	69.06
From Texarkana to Fort Worth, via Sherman.....	244.00
Rio Grande Division :	
From Fort Worth to Sierra Blanca.....	521.13
New Orleans Division :	
From Shreveport to New Orleans	328
Boston Range Branch.....	8 336
Total mileage.....	1,389.87

Besides which the company operates the 92 miles of joint track between Sierra Blanca and El Paso.

The equipment has been increased during the year—25 new mogul engines having been bought. On June 30, 1883, it stood as follows: 155 locomotives, 87 passenger cars, 2,935 freight, and 84 miscellaneous cars.

Receipts from all sources and how applied, for the year ending June 30, 1883.

Amount on hand June 30, 1882.....	\$1,164,071 36
Receipts :	
Freight.....	\$4,353,258 48
Passengers.....	1,384,821 79
Mails.....	118,504 43
Express.....	132,181 77
Miscellaneous	868,330 37
	6,857,096 84
Receipts :	
Rentals of track.....	51,646 50
Land accounts.....	203,569 48
Capital stock and debt.....	10,783,407 24
Sundries.....	438,101 63
	11,476,724 85
Total	19,497,893 05
Payments :	
Conducting transportation.....	1,597,656 16
Maintenance of way	1,358,161 97
Motive power.....	1,865,458 65
Maintenance of cars	496,244 41
General expenses	174,674 14
	5,492,195 33
Payments :	
Interest on bonds.....	2,198,105 00
Property and franchises.....	10,487,268 80
Bonds and stocks	525,981 50
Taxes	104,184 83

Premium, discount, and interest.....	\$65,091 80	
Miscellaneous accounts.....	418,644 79	
Rental of track.....	45,750 00	
		<u>\$13,845,026 72</u>
Total payments		19,337,222 05
Balance on hand June 30, 1883.		
Cash and accounts collectible		<u>160,671 00</u>
Total.....		19,497,893 05

The following statement shows the financial condition of this company on June 30, 1883:

LIABILITIES.

Funded debt	\$41,714,000 00
Interest on funded debt, due and unpaid	32,165 00
Interest on funded debt, accrued but not due	651,225 00
School-fund loan, State of Texas	171,045 91
Interest scrip, payable in land or stock	906,290 00
Fractional scrip.....	20,311 94
Total debt.....	<u>43,495,037 85</u>
Capital stock	<u>32,158,600 00</u>
Total stock and debt.....	75,653,637 85

ASSETS.

Cost of road, equipment, and real estate.....	\$62,140,686 49
Interest account, income and land-grant bonds, for which scrip has been issued.....	2,904,170 54
Bonds and stocks	7,797,712 56
Cash on hand.....	61,443 84
Bills and accounts receivable.....	395,292 53
Total.....	<u>73,299,305 96</u>
Deficit	<u>2,354,331 89</u>

Comparative statement of earnings and expenses of the Texas and Pacific Railway Company.

	Year ending June 30, 1883.	Year ending June 30, 1882.	Difference.		
			Increase or decrease.	Amount.	Per cent.
EARNINGS.					
Passenger.....	\$1, 884, 821 79	\$982, 160 63	Increase ..	\$402, 661 16	41. 00
Freight	4, 853, 258 48	3, 305, 117 69	Increase ..	1, 048, 140 79	31. 70
Mail	118, 504 48	85, 204 46	Increase ..	33, 299 97	39. 00
Express.....	132, 181 77	93, 806 97	Increase ..	38, 874 80	41. 60
Miscellaneous.....	868, 830 87	63, 215 87	Increase ..	805, 114 50	1273. 59
Total	6, 857, 096 84	4, 529, 005 62	Increase ..	2, 328, 091 22	51. 40
EXPENSES.					
Conducting transportation	1, 597, 656 16	1, 053, 839 93	Increase ..	542, 816 23	51. 39
Maintenance of way	1, 858, 161 97	1, 280, 130 85	Increase ..	78, 031 12	6. 09
Motive power	1, 865, 458 65	1, 379, 911 18	Increase ..	485, 547 52	35. 18
Maintenance of cars	496, 244 41	283, 107 41	Increase ..	213, 137 00	75. 28
General expenses and taxes	824, 608 97	231, 455 06	Increase ..	93, 153 91	40. 25
Total	5, 642, 130 16	4, 229, 944 38	Increase ..	1, 412, 185 78	33. 39
Net earnings	1, 214, 966 68	299, 061 24	Increase ..	915, 905 44	309. 87
Average miles operated	1, 470 00	1, 197 00	Increase ..	273 00	22. 81
Earnings per mile.....	4, 664 69	3, 783 63	Increase ..	881 06	23. 29
Expenses per mile.....	3, 838 18	3, 533 79	Increase ..	804 39	8. 61
Net earnings per mile.....	826 51	249 84	Increase ..	576 67	230. 28

SIOUX CITY AND PACIFIC RAILROAD COMPANY.

The property and accounts of this company were thoroughly inspected by officers of this Bureau in June, 1883.

This company was incorporated under date of August 1, 1864; consolidated with the Northern Nebraska Air Line Railroad Company under date of September 15, 1868, and the entire line, of 107.42 miles, opened to public business February 11, 1869. United States bonds have been loaned to this company on its road from Sioux City to California Junction, Iowa, and thence to Frémont, Nebr., a distance of 101.77 miles, to the amount of \$1,628,000; 41,318.23 acres of land have been patented, all of which were sold to the Missouri Valley Land Company, April 15, 1875, for the sum of \$200,000.

The company leased and operated the Frémont, Elkhorn and Missouri Valley Railroad 311.12 miles on June 30, 1883; making total miles operated 418.54. This line has been extended 56.75 miles during the year ending June 30, 1883, and now reaches Valentine, on the Niobrara River, with a branch running from Norfolk Junction to Creighton.

Inspection was made of only the road owned by the company. The track has been much improved, although, owing to frequent and heavy rains, it was considerably out of shape in places. About 30 per cent. increase in new tracks have been made in the yards at Missouri Valley. No material improvements have been made in the shops at that place. Ten miles of new 56-pound iron rails have been placed in track north of California Junction; and eleven miles of new 60-pound steel rails have been placed in the track west of Blair. Where new rails have been laid, 30-inch splice-bars, resting on three cross-ties, are being used. The Iowa line is all fenced with 4-strand barb-wire.

Of the entire line of road owned and leased, including sidings (29.08 miles), 436.96 miles are laid with iron rails from 45 to 56 pounds per yard, and the remainder, nearly eleven miles, with 60-pound steel rails. The maximum grade per mile on the road owned is 52.8 feet; on the road leased, 66 feet. The sharpest curve is 4 degrees.

The equipment owned by the road consists of 12 locomotives, all 4-drivers; 13 passenger cars, 165 freight cars, 122 hand and push cars, and 10 miscellaneous cars. Equipment rented by the road consists of 16 four-driver locomotives, 12 passenger and 590 freight cars.

The expense of maintaining and operating the ferry-boats crossing the Missouri River at Blair, Nebr., amounted to \$73,048.18 for the year ending June 30, 1883. This has been a very heavy burden on the company, and, on account of the treacherous and ever-shifting currents, ice blockades, and consequent changing of track approaches, has very materially interfered with the passenger and freight traffic of the road. The company is to be congratulated upon the completion of an excellent bridge at this point, which was formally opened October 27, 1883, in the presence of a number of expert engineers and railroad managers. It was tested by running 6 heavy locomotives, with tenders, on the bridge and letting them stop on each span, while engineers took accurate measurements of the deflection, the maximum being a trifle less than two inches, and on the weight being removed the bridge instantly returned to its proper position. This bridge is of great importance to the company.

The following is a detailed description of it:

The Blair Bridge.—The bridge has been built by, and is the property of, the Missouri Valley and Blair Railway and Bridge Company, a corporation organized especially for the construction of this bridge. It is

located about two miles from the town of Blair, near the transfer crossing of the Sioux City and Pacific Railroad, and will be operated as a part of that railroad.

On this section of the river the banks are five to ten or more miles apart, the country between them being the usual Missouri River bottom land. For a distance of about fifty miles the river does not strike either bluff, but wanders back and forth in the bottom lands with no fixed banks to correct its course; the proverbial instability of the Missouri River is nowhere more prominently felt than here. The commercial necessities of the case required that the bridge should be built, and the physical conditions of the situation made it necessary to give the river an artificial stability which nature had not done. The work of controlling the river has been quite as important as the construction of the bridge.

The first examinations for a bridge at this point were made in the winter of 1881-'82, these examinations consisting of surveys and borings. The surveys showed that the general course of the river was such that by holding certain governing points on the east shore, and by rendering the west shore permanent, the channel could be confined within a narrow limit which could be spanned by a bridge without unreasonable expense. The borings showed that solid limestone rock existed about fifty-two feet below the assumed low-water level, the rock being unusually level, and in every respect being well calculated to sustain the piers of a bridge. As the result of these examinations, a plan was determined upon for the rectification of the river, and a site selected for the bridge. As the bridge was to be built across the river when confined by artificial means, and no longer free to change its course in the bottom land, it was thought best to build it of such dimensions and of such character as the features of the river at points where its channel has long been permanent have shown to be necessary.

On that portion of the Missouri between the Platte and Kaw Rivers where the bluffs are but two or three miles apart, many places are to be found where the channel has been permanent for a long series of years; in these places the width of the river does not exceed 1,000 feet, and is sometimes materially less. It was determined, therefore, to make the permanent bridge 1,000 feet long, to protect the shore by riprap and mattress work until it should be as stable as a rocky bluff, and to close all slough channels on the east side so that the river would have no room for a width greater than that found at the stable places below.

This bridge is the eleventh constructed across the Missouri River. At several others important rectification works have been required, but this is the first bridge located at a place which may be described as absolutely unstable, with no permanent shore line on either side.

The rectification works consist, first, of a riprapping protection of a governing point on the east side about two miles above the bridge, this point being selected with reference to throwing the channel against the west bank; second, of a dike extending across the sand-bar 500 feet above the bridge line, and terminating opposite the east pier of the bridge; third, of a revetment, partially of brush, but principally of stone, on the west bank of the river, from below the bridge line to the point where the current deflected from the east side strikes this shore.

The upper protection on the east side was begun in the spring of 1882, and the governing point was held against a violent current during the whole summer of that year, and again in the following year; 30,500 tons of riprap stone and 3,600 cords of brush have been used in this work.

The dike was built of willow mattress work, wired together and

heavily weighted with stone. This mattress work was finished at about high-water level, and connected with the higher land farther east by an earth embankment. There have been consumed in this dike work to the present date (say first of November) 5,500 tons of stone and 6,500 cords of brush. The earth embankment portion suffered somewhat by the freshet of last summer, but the damage was more than compensated for by a large deposit of sand made on the sand-bar by the water which passed through the gap.

The revetment on the west shore was begun in the summer of 1882, a line having been fixed beyond which it was determined the river should not encroach. Little work was done, however, until 1883, when the river came with full violence against this shore line, a depth of over 60 feet being sometimes observed in the channel which was next to the west shore. To this date 59,000 tons of stone and 7,100 cords of brush have been used in this part of the work. The river has been held at the line selected for protection, and the fact that the channel has been scoured out to the limestone rocks proves that this protection will be permanent.

The bridge proper consists of three through spans of iron and steel, resting on four masonry piers, with a short deck span at each end. The three through spans are each 330 feet long between center of pins, and the distance from center to center of the east and west piers is 999 feet. The length of the permanent iron structure is 1,270 feet. The lower chords of the through spans are placed 50 feet above high water, thus giving free passage to steamers without a draw.

The four piers are built of yellow sandstone from Mankato, Minn., the cutwaters of the two channel-piers being of granite quarried near Saint Cloud, Minn. Each of the four piers is founded on a timber caisson 54 feet long and 26 feet wide sunk to the rock below by the pneumatic process, and filled with the best Portland cement concrete. Air pressure was put on the first caisson on the 22d of November, 1882, and the last foundation was completed on the 19th of April, 1883. The bed of the river was found at an average depth of 51 feet below the assumed low water, and the extreme difference in the depth of the four foundations being only about 2 feet. There are in these four piers 5,331 cubic yards of masonry, 90,000 cubic feet of concrete, and 550,000 feet, B. M., of timber, and 250,000 pounds of iron. The foundations were put in by the bridge company's men without a contract, but the masonry was built by contract.

The superstructure consists, as mentioned before, of three 330-foot through spans and two short deck spans at the ends. It is proportioned to carry a train of indefinite length, formed entirely of the heaviest locomotives now in use. In the through spans the trusses are 44 feet deep, divided into fifteen parts of 22 feet each, and placed 20 feet between centers. These three spans contain 1,465,000 pounds of wrought iron and 888,000 pounds of steel, besides 48,000 pounds of cast iron in pedestals, &c.

The deck spans are 110 feet long, the shore ends resting on comparatively inexpensive iron cylinder piers of the Cushing pattern; each span is divided into five panels of 22 feet each, with an addition of a panel of iron floor beyond. These deck spans contain 250,000 pounds of iron and steel. The floor beams and track stringers are of iron, and on them is laid a safety floor of heavy oak ties, placed only 6 inches apart, with heavy angle-iron guard rails, with foot-walk and light hand-rail on each side. The total cost, including the rectification of the river, is about \$1,000,000.

The following statements have been prepared from the books and accounts of the company at Cedar Rapids, Iowa, and from reports rendered to this office:

Comparative statement of earnings and expenses of the Sioux City and Pacific Railroad Company.

	Year ending June 30, 1883.	Year ending June 30, 1882.	Difference.		
			Increase or decrease.	Amount.	Per cent.
EARNINGS.					
Passenger	\$197, 633 55	\$176, 732 23	Increase ..	\$20, 901 32	11. 82
Freight	397, 240 55	296, 664 12	Increase ..	100, 576 43	33. 90
Mail	10, 222 65	10, 102 53	Increase ..	120 12	1. 18
Express	8, 697 37	6, 116 09	Increase ..	2, 581 28	42. 20
Miscellaneous	32, 665 80	13, 788 15	Increase ..	18, 877 65	136. 91
Total	646, 459 92	503, 403 12	Increase ..	143, 056 80	28. 42
EXPENSES.					
Transportation	70, 459 76	72, 368 63	Decrease ..	1, 908 87	2. 63
Maintenance of way	183, 476 54	205, 754 23	Decrease ..	22, 277 69	10. 82
Motive power	99, 657 89	91, 961 43	Increase ..	7, 696 46	8. 36
Maintenance of cars	20, 602 53	46, 391 63	Decrease ..	25, 789 10	55. 58
General expenses and taxes	121, 624 79	39, 047 18	Increase ..	82, 577 61	211. 48
Total	495, 821 51	455, 523 10	Increase ..	40, 298 41	8. 84
Net earnings	150, 638 41	47, 880 02	Increase ..	102, 758 39	214. 61
Average miles operated	107. 42	107. 42	.....	.....	.....
Earnings per mile	\$6, 018 06	\$4, 686 30	Increase ..	\$1, 331 76	28. 42
Expenses per mile	4, 615 73	4, 240 58	Increase ..	375 15	8. 84
Net earnings per mile	1, 402 33	445 72	Increase ..	956 61	214. 62

It will be seen that the gross earnings of this road have increased 28.42 per cent., whilst the expenses were only increased 8.84 per cent. The increase in net earnings was over 200 per cent. The company anticipates, now that the bridge over the Missouri River is completed, that the business of the road will steadily increase year by year.

The following statement shows the ascertainment of "5 per cent. of net earnings" for the year ending June 30, 1883:

Statement showing 5 per cent. of the net earnings of the subsidized portion (101.77 miles) of the Sioux City and Pacific Railroad for the year ending June 30, 1883.

Gross earnings	\$646, 459 92
Operating expenses	495, 821 51
Net earnings	150, 638 41
Deduct—	
New construction	\$30, 866 19
New equipment	3, 049 09
	33, 915 28
Leaves balance of	116, 723 13
The above is for the entire road owned, 107.42 miles. Deduct for 5.84 miles, or 7.29 per cent., of the Iowa division, which is not subsidized	7, 827 19
Leaves net on subsidy portion	108, 895 94
Five per cent. of same is	5, 444 80

Mail transportation, which has been withheld, amounting to \$30,888.22 on the lines owned and leased, was performed during the above period.

The following statement shows the financial condition of the company on June 30, 1883:

LIABILITIES.	
First-mortgage bonds.....	\$1,628,000 00
Interest on same	135,600 00
United States subsidy bonds.....	1,628,320 00
Interest on same	1,464,297 49
Other funded debt	519,000 00
Bills and accounts payable	564,581 25
Total debt	5,939,798 74
Capital stock	2,068,400 00
Total stock and debt	8,008,198 74
ASSETS.	
Cost of road and equipment	\$5,459,897 46
Cash on hand	50,779 27
Fuel, material, and stores	82,359 85
Company's stocks and bonds owned by company	500 00
Miscellaneous investments	519,000 00
Due from the United States, including amount applied on interest on United States bonds.....	161,899 09
Accounts receivable.....	117,248 39
Total	6,391,684 06
Deficit	1,616,514 68
Showing increase of deficit for the year of \$148,546.88.	

CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY COMPANY.

Originally incorporated under the name of the Rock Island and La Salle Railroad Company, chartered February 27, 1847; changed to Chicago and Rock Island Railroad Company February 7, 1851; changed to Chicago, Rock Island and Pacific Railroad Company August 20, 1866 (upon which date it was consolidated with the Chicago, Rock Island and Pacific Railroad of Iowa), and finally changed to its present title June 2, 1880.

On June 30, 1883, this company owned 1,117.19 miles of main and branch lines, 140 miles of second and 262.75 miles of side track, and leased 263.23 miles of branch lines, operating in all 1,783.17 miles of track, of which 771.75 were laid with iron and 1,011.42 miles with steel rails.

On the above date the equipment consisted of 310 locomotives, 202 passenger, 7,468 freight, 668 road, and 2 officers' cars.

The land-grant portion of the road—formerly the Mississippi and Missouri River, in Iowa—received land estimated to amount to 1,261,181 acres, of which 643,147.17 acres were patented to June 30, 1883. The total sales to that date amounted to \$3,938,539.29. The capital stock authorized is \$50,000,000, of which \$41,960,000 has been issued and is now outstanding. Considering the length of road, the company has a light bonded debt of only \$17,500,000. From reports rendered the following statement has been prepared, showing the financial condition June 30, 1883:

RAILROAD ACCOUNTS.

475

LIABILITIES.

Funded debt	\$17,500,000 00
Addition and improvement account	5,800,000 00
Due other companies	10,149 54
Total debt	23,310,149 54
Capital stock	41,960,000 00
Total stock and debt	65,270,149 54

ASSETS.

Cost of road and equipment	\$58,479,198 78
Cash on hand	26,595 16
Fuel, material, and stores	275,739 19
Stocks and bonds	5,308,210 93
Miscellaneous investments	1,415,299 39
Accounts receivable	56,133 27
Total assets	65,561,176 72
Surplus	291,027 18

Comparative statement of earnings and expenses of the Chicago, Rock Island and Pacific Railway Company.

	Year ending June 30, 1883.	Year ending June 30, 1882.	Difference.		
			Increase or decrease.	Amount.	Per cent.
EARNINGS.					
Passenger.....	\$3,839,058 43	\$3,069,057 74	Increase..	\$270,000 69	8.80
Freight.....	7,849,255 61	9,128,341 64	Decrease..	1,279,086 03	14.01
Mail.....	222,188 34	218,823 98	Increase..	3,364 36	1.53
Express.....	142,555 82	140,400 00	Increase..	2,155 82	1.53
Miscellaneous.....	589,871 82	376,059 09	Increase..	213,812 73	56.85
Total.....	12,142,930 02	12,932,682 45	Decrease..	789,752 43	6.11
EXPENSES.					
Transportation.....	3,106,627 44	3,196,282 75	Decrease..	89,655 31	2.80
Maintenance of way.....	1,563,819 98	1,913,006 11	Decrease..	349,186 13	18.25
Motive power.....	350,184 86	619,514 79	Decrease..	269,329 93	43.47
Maintenance of cars.....	797,959 55	855,065 01	Decrease..	57,105 46	6.68
General expenses and taxes.....	1,185,845 72	1,024,485 04	Increase..	111,410 68	10.87
Total.....	6,954,437 55	7,608,303 70	Decrease..	653,866 15	8.59
Net earnings.....	5,188,492 47	5,324,378 75	Decrease..	135,886 28	2.55
Average miles operated.....	1,380.00	1,366.50	Increase..	13.50	.99
Earnings per mile.....	\$3,739 22	\$9 464 09	Decrease..	\$664 87	7.02
Expenses per mile.....	5,039 45	5,567 73	Decrease..	528 28	9.49
Net earnings per mile.....	3,759 77	3,896 36	Decrease..	136 59	3.50

CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY.

(Operating the Burlington and Missouri River Railroads in Iowa and Nebraska.)

Proper facilities were accorded this year for a comprehensive and intelligent inspection of the property of this company, with special reference to the roads in Iowa and Nebraska, and to which large land grants have been made, as hereinafter mentioned. Prompt, full, and satisfactory reports are being made by the company.

The Chicago, Burlington and Quincy Railroad Company was originally incorporated February 14, 1855. It has been consolidated with the Northern Cross Railroad, Peoria and Oquawka Railroad, and Central Military Tract Railroad—the dates of consolidation are reported by the company as being lost; the Burlington and Missouri River Railroad in Iowa, January 1, 1873, and the Burlington and Missouri River Railroad in Nebraska, January 1, 1880.

There are about 6,500 stockholders, owning stock to the value of \$69,649,696.51. The road operated December 31, 1882, was 3,237.84 miles, of which 1,608.57 were laid with steel rails from 48 to 66 pounds per yard. The maximum number of cross-ties per mile is 3,000.

The track in general is in good condition, and is being well maintained.

There was expended for new construction and extension of new lines during the year the sum of \$14,463,207.49, and for new equipment \$1,589,128.68.

The equipment at the end of the year was as follows: 522 engines; 345 passenger, baggage, mail, and express cars; 18,601 freight cars, 1,552 hand and push cars, and 29 miscellaneous cars.

The following statement shows the financial condition of the entire Chicago, Burlington and Quincy system December 31, 1882:

LIABILITIES.

Funded debt.....	\$68,648,050 00
Unclaimed dividends and unpaid pay-rolls.....	1,352,622 28
Bonds maturing January 1, 1883, for which cash is set aside.....	2,441,500 00
Sinking funds	6,198,675 85
Total debt.....	78,640,848 13
Capital stock	69,649,696 51
Total stock and debt.....	148,290,544 64

ASSETS.

Cost of road and equipment.....	\$133,493,120 86
Branch line securities.....	16,342,893 93
Sundry investments.....	408,177 21
Cash and material on hand.....	2,981,156 26
Cash in treasury set aside for payment of bonds maturing January 1, 1883.....	2,441,500 00
Sinking fund	4,609,346 60
Bills and accounts receivable.....	5,555,186 02
Total assets.....	165,831,380 88
Surplus.....	17,540,836 24

Comparative statement of the earnings and expenses of the entire line of the Chicago, Burlington and Quincy Railroad Company.

	Year ending December 31, 1882.	Year ending December 31, 1881.	Difference.		
			Increase or decrease.	Amount.	Per cent.
EARNINGS.					
Passenger.....	\$4, 756, 992 48	\$3, 616, 086 57	Increase..	\$1, 140, 905 91	31. 58
Freight	15, 711, 509 58	16, 595, 818 82	Decrease..	884, 309 24	5. 32
Miscellaneous.....	1, 082, 302 98	1, 112, 244 96	... do	29, 941 98	2. 69
Gross	21, 550, 805 04	21, 324, 150 35	Increase..	226, 654 69	1. 06
	11, 432, 734 80	11, 377, 182 26	Increase..	55, 552 54	. 49
EXPENSES.					
Net earnings.....	10, 118, 070 24	9, 946, 968 09	Increase..	171, 102 15	1. 72
Average miles operated.....	3, 099 43	2, 822 00	Increase..	277 43	9. 78
Earnings per mile	6, 953 15	7, 556 39	Decrease..	603 24	7. 98
Expenses per mile	3, 688 66	4, 031 60	Decrease..	342 94	8. 48
Net earnings per mile	3, 264 49	3, 524 79	Decrease..	260 30	7. 38

BURLINGTON AND MISSOURI RIVER RAILROAD, IN IOWA.

This road extends from Burlington, Iowa, westwardly to Council Bluffs, Iowa, and, together with its branch lines, aggregates 819.716 miles. The road, aided by a grant of public lands, is the main line from Burlington to the Missouri River, at East Plattsmouth, via Pacific Junction, a distance of 279.98 miles. The land commissioner of the company reports the acres patented by the Government to December 31, 1882, to be 352,622.42, and by deed from Mills County, Iowa, 5,801.58, making the total acres acquired 358,424, from which have been sold 333,845.86 acres for the sum of \$5,969,007.67.

This road was inspected by officers of this Bureau, and found to be in very good condition. It runs through a rich and fertile country, inhabited by thrifty and prosperous people, and transacts a large local business.

Total track owned by the company :		Miles.
Burlington to Council Bluffs		278. 137
Burlington to Keokuk		42. 011
Chariton to Leon		36. 541
Creston to State Line		42. 680
Red Oak to Hamburg		39. 177

Total owned..... 438. 546

Total track leased by the company :		Miles.
Council Bluffs to East Nebraska City		17. 235
East Nebraska City to Hamburg		10. 704
(Both used jointly with the Kansas City, Saint Joseph and Council Bluffs railroad Company.)		
Albia to Moravia.....		11. 477
Albia to Des Moines.....		67. 807
Chariton to Indianola		33. 000
Leon to Grant City and Albany, Mo.....		103. 834
Creston to Fontanelle		27. 704

	Miles
State Line to Hopkins, Kansas City, Saint Joseph and Council Bluffs Railroad	1.875
Villisca to Burlington Junction	34.990
Clarinda to Northborough	17.768
Red Oak to Griswold	17.992
Hastings to Sidney	21.057
Hastings to Carson	15.727

Total leased 381.17₀

Making the total mileage operated, as hereinbefore mentioned, 819.716.

The total miles of steel rail in main, second, and side tracks is 465.143 weighing from 56 to 66 pounds per yard. The total miles of iron rail in main, second, and side tracks is 424.096, weighing from 47 to 56 pounds per yard; 107.578 miles of iron rail have chair fastenings; 285.108 miles of iron rail have fish-plate fastenings; 257.075 miles of steel rail have fish-plate fastenings, and 180.074 miles of steel rail have angle-bar fastenings. Oak ties, 6 by 8 inches by 8½ feet, are placed in the main track, at the rate of 2,700 to 3,300 per mile, or about an average of 3,000. Of the entire track and sidings, 127.549 miles are ballasted with rock, 208.353 with gravel, 336.340 with cinder, and the remaining 159.587 miles with earth.

The heaviest grade is between Chariton and Indianola, eastward 79.2 feet per mile, and westward 85.54 feet per mile. The longest grade is Union to Creston, on main line, 2.885 miles, of 52.27 feet per mile. The longest level, 1½ miles, is between Hastings and Carson. The sharpest curve is also between Hastings and Carson, of 8 degrees, and the longest tangent 9.284 miles, between Middleton and New London.

The bridges were in good condition, and consisted of the following: 42 iron bridges, aggregating 5,134 feet in length; 49 wood-truss bridges, aggregating 6,093 feet in length; 66 iron trestles, 2,541 feet in length; 1 combination truss, 100 feet long, and 1,016 piling and bents, aggregating 108.153 feet. The road has 1,057.749 miles of fencing, all of two wires and three boards. For the line in Iowa and Missouri the general offices are located in the handsome and commodious passenger station, recently constructed of brick, at Burlington, Iowa. Very extensive shops and engine houses have been erected at Lefler, 3 miles west of Burlington, Iowa. Of station buildings, 143 are frame, 7 brick, and 1 stone. There are also 77 grain elevators on the line of road, indicating a large traffic in agricultural products. Water is supplied for engines by 55 tanks, with an aggregate capacity of 2,424,484 gallons.

BURLINGTON AND MISSOURI RIVER RAILROAD IN NEBRASKA.

This road extends from Pacific Junction to Kearney Junction, a distance of 195.72 miles. The road, aided by a grant of land, is the main line from Plattsmouth, Nebr., to Kearney Junction, Nebr., 190.66 miles, and received, according to the land commissioner's report, 2,373,290.77 acres by patent from the Government, and 50,000 from the State of Nebraska, to December 31, 1882, from which have been sold 2,090,053.96 acres for the sum of \$12,437,658.63.

This road was also inspected by officers of this bureau and found to be in good condition. It runs through Nebraska and part of Colorado to Denver, which country is susceptible of agricultural productions (especially in Nebraska) and stock raising.

Total track owned by the company :

	Miles.
Pacific Junction to Kearney	195.72
York to Central City	41.31
Hastings to Colorado State line.....	239.31
Nemaha to Tecumseh.....	32.62
Table Rock to Amboy	142.94
Wymore to Beatrice.....	11.87

Total owned 663.77

Total track leased by the company :

	Miles.
Omaha to Oreopolis.....	17.13
Crete to Beatrice.....	30.09
Atchison to connection with Nebraska Railway	143.64
Rulo to Rulo Y.....	2.10
Lincoln to Columbus.....	73.08
Nemaha to York	136.40
Colorado State line to Denver	174.89

Total leased 577.33

Making total mileage operated, 1,241.01.

Among other additions to property during the year was the very important extension of the Burlington and Colorado road (leased by the Burlington and Missouri River) to Denver, Colo., thus forming for the Chicago, Burlington and Quincy Railroad Company a continuous rail route from Chicago to Denver. Construction of the Colorado line, begun in September, 1881, was so far advanced as to enable the company to open the road to Denver May 29, 1882. Business on that portion of the road since it has been opened is reported to have been satisfactory and fully up to the expectations of the company.

The total miles of steel rail in main, side, and second tracks is 385.91, weighing from 56 to 66 pounds per yard; the total miles of iron rail in main, side, and second tracks is 1,010.75, weighing 45 to 56 pounds per yard. Of the switches in use about 20 per cent. are stub and 80 per cent. split; of frogs 90 per cent. are rail and 10 per cent. cast. From 2,640 to 3,000 oak and cedar cross-ties per mile are in the track. Owing to the newness of the road and the long hauls, but little ballast, other than earth, is used; 25.1 miles of stone, 29.9 miles of gravel and 4 miles of cinder being all there was in track.

The maximum grade is on the Nebraska Railway, 90 feet to the mile; on all other portions of the road the heaviest grade is 42.2. On the Denver extension the longest grade is from Wray to Aiken, 53 miles, 31.6 feet grade to the mile, with short planes of less grades about every 6,000 feet. On all other lines there are no grades exceeding $7\frac{1}{2}$ miles in length. Maximum curvature is on Nebraska Railway, 6 degrees; on all other lines maximum curve is 3 degrees. The longest tangent—36 miles—is $2\frac{1}{2}$ miles west of Dorchester to $1\frac{1}{2}$ miles east of Sutton. Width of cuts on all lines built by the Burlington and Missouri Company is 22 feet at grade, and embankments 15 feet at top. The company owns 890 miles of telegraph line, representing 1,776 miles of wire. It operates 1,246 miles, and the Western Union Telegraph Company operates 2,277 miles of wire on this line. There are 228.59 miles of barbed wire fencing on the road; also, 52.27 miles of single snow fences.

The general offices of the Burlington and Missouri Company are in a three-story brick building in Omaha; the offices of the operating departments in a three-story brick building in Lincoln, and division offices in a two-story frame building in McCook, Nebraska. At McCook is an excellent 15-stall brick round-house constructed very substantially. There is

also a fine cast-iron turntable, the pit for same being built of large cut blocks of stone for both walls and floor. Of station buildings, 145 are frame and 1 brick. Those upon the recently constructed lines are two stories, for the accommodation of the agents and their families. There are 75 water-tanks, with a capacity of 57,000 gallons each. Five are supplied by gravity, 54 by windmill, 7 by steam, and 9 by horse power.

Taken as a whole, the railroads composing the Chicago, Burlington and Quincy system have been thoroughly constructed, and are well maintained.

HANNIBAL AND SAINT JOSEPH RAILROAD COMPANY.

Inspection of this road was made in June last. The total length of road owned and operated is 291.83 miles, exclusive of 57.22 miles of siding.

The company was chartered February 16, 1847, but construction did not commence until 1853. The entire line was open for public business in 1859. The branches were built under separate charters: The Quincy, as the Quincy and Palmyra Railroad (consolidated with the Hannibal and Saint Joseph March 1, 1867); the Kansas City, as the Kansas City and Cameron Railroad (consolidated February 14, 1870); and the line to Winthrop, opposite Atchison, under the provisions of the company's charter authorizing it to build branches. The company received a grant of land by act of Congress approved June 10, 1852, of 6 sections per mile for 206.41 miles, from Hannibal, Mo., to Saint Joseph, Mo., of which 603,186.34 acres have been patented to June 30, 1883.

It also received loans from the State of Missouri to the extent of \$3,000,000 in bonds. It issued in June, 1881, for the purpose of making a consolidated mortgage as a first lien on its road, \$3,000,000 of consolidated mortgage bonds (part of a proposed \$8,000,000), and paid \$3,000,000 over to the State.

The bridge across the Missouri River at Kansas City is owned by this company, and makes a part of the Cameron and Kansas City line. A union depot has been completed at Atchison, and other union depots were being built, and are probably now completed, at Saint Joseph and Hannibal.

A controlling interest in this road has been purchased by the Chicago, Burlington and Quincy Railroad Company, which agreed to pay par for the preferred stock, and \$43.66 per share for the common, in its 5 per cent. bonds. Up to June 18, 1883, these terms had been accepted by holders of 87,100 shares of the common and 46,500 shares of the preferred stock. It is reasonable to assume that this operation will be advantageous to the company.

There are 79.33 miles of American iron rails in track; 251.98 American steel, and 17.74 miles of English steel; 100.41 miles of track have fish-plate fastenings, and 248.64 miles have the angle-bar. All switches are stub; 532 frogs are rail and 40 are cast. The cross-ties are 6 inches by 8 inches by 8 feet long, of white oak, and average 3,100 to the mile; 53.4 miles of track are ballasted with rock, 9.5 with gravel, 13.1 with cinder, and the remainder with earth. The maximum grade is 120 feet per mile—near Stewartsville—which should be reduced to within the limits prescribed by the act of July, 1862, section 12, viz, 116 feet. The longest grade is between Lathrop and Holt—6 miles—and the longest level, of 2.84 miles, between Moody and North River. The sharpest curvature is $9^{\circ} 10''$, located in Kansas City, and the longest curve is

11,900 feet of 0° 10'' curve, near Ely. The longest tangent is 17.91 miles, between Salt River and Clarence, on main line.

During the year ending December 31, 1882, 1,500 tons of steel rails were purchased from the Joliet Steel Company, 170 tons having been used in repairing track and 1,330 tons to replace iron rails.

Iron bridges at South River, at Brush Creek, at Salt River, and at East Fork of the Chariton have been erected to replace wooden ones worn out, &c. The Kansas City bridge is of 7 spans, including 1 draw of 361 feet, and aggregates 1,388 feet in length. The Quincy bridge is of 16 spans and one draw, aggregating 3,250 feet in length.

The telegraph line is owned by the Western Union Telegraph Company, which has a contract for twenty-five years from January 1, 1883, giving them exclusive right of way on the company's grounds and use of station offices, so far as the railroad company may be able to give such privilege, the telegraph company to furnish such wires as may be needed for railroad business, and all main batteries; railroad company to do no commercial business, but at small stations its agents and operators are to transact business for the telegraph company.

The company has 100.09 miles of wire and 372.25 miles of board fencing. There are 50 frame station buildings and one of brick on the line of road, in addition to the union passenger depots before mentioned at Hannibal, Saint Joseph, Quincy, Atchison, and Kansas City. Of the 20 water tanks on the road, 9 are supplied by horse and 11 by steam power. The city water-works in Hannibal, Saint Joseph, and Kansas City are the source of supply at those points. There are 6 engine-houses, aggregating 79 stalls and 1 frame engine-house of 2 stalls on the line of road. The principal shops are located at Hannibal. The section-houses—20—are all of frame. The equipment consists of 15 passenger locomotives, with Westinghouse air-brake attachment, and 63 freight locomotives, 49 passenger cars, 1,724 freight cars, 125 hand and push cars, and 4 miscellaneous cars.

The following statement shows the financial condition of the Hannibal and Saint Joseph Company on December 31, 1882 :

LIABILITIES.

First-mortgage bonds	\$8,633,000 00
Interest on first mortgage bonds	130,850 00
Dividends unpaid	154,154 00
Pay-rolls and vouchers	287,786 13
Total debt	9,205,790 13
Capital stock	14,251,724 00
Total stock and debt	23,457,414 13

ASSETS.

Road and fixtures	17,074,975 07
Equipment	3,282,408 42
Real estate	4,500 00
Cash and materials on hand	459,213 42
Stocks and bonds	138,675 01
Miscellaneous investments	152,572 69
Land department	2,555,341 95
Bills and accounts receivable	310,527 29
Total assets	23,978,213 85
Surplus	520,699 72

Comparative statement of the earnings and expenses of the Hannibal and Saint Joseph Railroad Company.

	Year ending December 31, 1882.	Year ending December 31, 1881.	Difference.		
			Increase or decrease.	Amount.	Per cent.
Passenger.....	\$618,727 63	\$546,885 07	Increase..	\$71,842 56	13.14
Freight	1,609,900 88	1,529,831 93	Increase..	80,068 95	5.23
Mail.....	51,658 91	51,658 88	.....	.....	.....
Express.....	44,569 90	41,098 41	Increase..	3,471 49	8.44
Miscellaneous.....	94,743 51	87,757 05	Increase..	6,986 46	7.96
Gross.....	2,419,600 83	2,257,231 84	Increase..	162,369 49	7.19
Expenses.....	1,875,776 35	1,437,292 09	Decrease..	61,515 74	4.28
Net earnings.....	1,043,824 48	819,939 25	Increase..	223,885 23	27.31
Average miles operated	292 35	292 35	.....	.....	.....
Earnings per mile.....	8,276 88	7,720 99	Increase..	555 89	7.19
Expenses per mile.....	4,705 92	4,916 34	Decrease..	210 42	4.28
Net earnings per mile	3,570 46	2,804 65	Increase..	765 81	27.31

ILLINOIS CENTRAL RAILROAD COMPANY.

(Lessees of Iowa Falls and Sioux City and Dubuque and Sioux City Railroads.)

The Iowa Falls and Sioux City Railroad Company reports its financial condition on June 30, 1883, to have been as follows: Total length of road operated by the Illinois Central Railroad, 183.69 miles; capital stock, \$4,623,500; first-mortgage bonds, \$2,947,500; interest on same, \$103,775; accounts payable, \$38,088.34; total debt, \$3,089,363.34; capital stock and debt, \$7,712,863.34.

Cost of road and fixtures, \$7,585,000; cash, \$267,673.62; stocks and bonds, \$8,800; improvement and protection fund, \$1,150,000; bills and accounts receivable, \$26,043.04; total, \$9,037,516.66.

Comparative statement of the earnings and expenses of the Iowa Falls and Sioux City Railroad Company.

	Year ending June 30, 1883.	Year ending June 30, 1882.	Difference.		
			Increase or decrease.	Amount.	Per cent.
EARNINGS.					
Passenger.....	\$243,397 08	\$245,119 51	Decrease..	\$1,722 43	.70
Freight.....	465,816 51	408,006 13	Increase..	57,810 38	14.17
Mail.....	22,100 15	15,943 46	Increase..	6,156 69	38.62
Express.....	4,648 05	4,274 71	Increase..	373 34	8.74
Miscellaneous.....	17,816 67	18,536 69	Decrease..	720 02	3.99
Total.....	753,778 46	691,880 50	Increase..	61,897 96	8.94
EXPENSES.					
Transportation.....	185,373 29	152,194 23	Increase..	33,179 06	21.83
Maintenance of way.....	109,514 90	83,479 75	Increase..	26,035 15	31.19
Motive power*.....					
Maintenance of cars.....	78,828 88	68,884 94	Increase..	9,943 94	14.43
General expenses and taxes.....	368,929 96	365,900 58	Increase..	3,029 38	.83
Total.....	742,647 03	670,459 50	Increase..	72,187 53	10.77
Net earnings.....	11,131 43	21,421 00	Decrease..	10,289 57	48.03
Average miles operated.....	183 69	183 69	.....	.....	.....
Earnings per mile.....	4,103 53	3,766 56	Increase..	336 97	8.94
Expenses per mile.....	4,042 93	3,649 45	Increase..	392 98	10.77
Net earnings per mile.....	60 60	116 61	Decrease..	56 01	48.03

* Included in transportation.

The Dubuque and Sioux City Railroad Company reports for the year ending December 31, 1882, as follows: Total length of road operated by the Illinois Central Railroad Company, 142.89 miles; capital stock, \$5,000,000; first mortgage bonds, \$881,000; total, representing cost of road, \$5,881,000.

Comparative statement of earnings and expenses of the Dubuque and Sioux City Railroad.

	Year ending June 30, 1883.	Year ending June 30, 1882.	Difference.		
			Increase or decrease.	Amount.	Per cent.
EARNINGS.					
Passenger	\$296,127 38	\$297,485 92	Decrease ..	\$1,358 54	.46
Freight	742,192 88	816,906 87	Decrease ..	74,713 99	9.14
Mail	17,911 93	12,847 44	Increase ..	5,064 49	39.42
Express	14,472 36	14,257 70	Increase ..	214 66	1.51
Miscellaneous	4,598 88	4,499 29	Increase ..	99 59	2.21
Total	1,075,803 43	1,145,997 22	Decrease ..	70,693 79	6.16
EXPENSES.					
Transportation	199,055 25	196,025 11	Increase ..	3,030 14	1.54
Maintenance of way	222,844 86	123,169 16	Increase ..	99,675 70	80.92
Motive power *					
Maintenance of cars	130,481 40	90,975 97	Increase ..	39,505 43	48.42
General expenses and taxes	448,945 87	505,819 87	Decrease ..	56,874 00	11.24
Total	1,001,327 38	915,990 11	Increase ..	85,337 27	9.31
Net earnings	73,976 05	230,007 11	Decrease ..	156,031 06	67.83
Average miles operated	142.89	142.89	.....	.....	.....
Earnings per mile	\$7,525 39	\$8,020 13	Decrease ..	494 74	6.16
Expenses per mile	7,007 68	6,410 46	Increase ..	597 22	9.31
Net earnings per mile.	517 71	1,609 67	Decrease ..	1,091 96	67.83

* Included in transportation.

CEDAR RAPIDS AND MISSOURI RIVER RAILROAD COMPANY.

The property of this company is leased to and operated by the Chicago and Northwestern Railway Company.

Reports show its financial condition June 30, 1883, to have been as follows: Length of road, 274.01 miles; capital stock, \$7,620,000; first mortgage bonds, \$3,614,000; interest on same, \$93,692.52; accounts payable, \$7,280.36; total debt, \$3,714,972.88; capital stock and debt, \$11,334,972.88; cost of road and fixtures, \$11,473,921.18; cash, \$205,425.56; other stocks and bonds, \$205,447.50; miscellaneous investments, \$75,240; accounts receivable, \$231,411.14; total, \$12,191,445.38.

Comparative statement of earnings and expenses of the Cedar Rapids and Missouri River Railroad Company.

	Year ending June 30, 1883.	Year ending June 30, 1882.	Difference.		
			Increase or decrease.	Amount.	Per cent.
EARNINGS.					
Passenger	\$815, 743 53	\$802, 656 55	Increase ..	13, 086 98	1. 64
Freight	2, 255, 483 03	2, 487, 615 57	Decrease ..	232, 132 54	9. 33
Mail	87, 300 03	84, 808 20	Increase ..	2, 491 83	2. 94
Express	42, 456 65	41, 985 16	Increase ..	471 49	1. 12
Miscellaneous	8, 048 64	5, 181 25	Increase ..	2, 867 39	55. 34
Total	3, 209, 031 88	3, 422, 246 73	Decrease ..	213, 214 85	6. 23
EXPENSES.					
Transportation	803, 685 80	802, 959 03	Increase ..	726 77	. 91
Maintenance of way	298, 081 79	411, 050 66	Decrease ..	112, 968 87	27. 49
Motive power	106, 835 71	108, 689 63	Decrease ..	1, 853 92	1. 72
Maintenance of cars	198, 086 76	156, 746 66	Increase ..	41, 340 10	26. 31
General expenses and taxes	178, 156 81	177, 191 73	Increase ..	965 08	. 54
Total	1, 584, 846 87	1, 656, 637 71	Decrease ..	71, 790 84	4. 33
Net earnings	1, 624, 185 05	1, 765, 609 02	Decrease ..	141, 424 01	8. 01
Average miles operated	274. 01	274. 01	... ..	.....	.....
Earnings per mile	\$11, 711 38	\$12, 489 49	Decrease ..	778 13	6. 23
Expenses per mile	5, 783 90	6, 045 90	Decrease ..	262 00	4. 33
Net earnings per mile	5, 927 46	6, 443 59	Decrease ..	516 13	8. 01

MEMPHIS AND LITTLE ROCK RAILROAD COMPANY.

The company organized for building this road was chartered January 11, 1853. It has undergone numerous changes since then, and is at present operated in receivership under the title of "Memphis and Little Rock Railroad Company, as reorganized."

Owing to the low lands extending some 40 miles west of the Mississippi River, the road is very difficult of maintenance; much of the road is of trestle-work, and wash-outs frequently occur. All trains were abandoned between Memphis and Saint Francis River on February 24, 1883, on account of the overflow of the Mississippi and tributaries; business between Madison, on the Saint Francis River, and Memphis being done by steamers. Trains resumed running March 29, 1883.

The Memphis and Little Rock Railroad extends from Hopefield, opposite Memphis, to Argenta, opposite Little Rock, on the Arkansas River. Thirty-nine and a half miles of track are laid with steel, and 92½ miles with iron rails. The roadbed is of earth and easily softened by water; the track is gradually being raised above high-water mark, and an average of 3,000 ties per mile are placed in track.

The maximum grade is 74 feet per mile near Crowley Ridge Summit, and for a length of about 1,000 feet. The curvatures are moderate (the original engineering notes and records having been lost by fire, the exact degree cannot be given). Upon the line of road are 2 drawbridges of 418 feet; 1 combination of 450 feet, and 1 wood-truss bridge of 486 feet in length also, 233 pile bridges aggregating 42,192 feet in length, and 75 cattle guards.

The station buildings, 18, are all of frame. The water-tanks consist

of 1 propelled by windmill, 4 by steam, and 2 by horse-power. The shops are all located at Argenta, and consist of 1 machine, 1 blacksmith, and 1 car shop. The equipment is 14 locomotives, 18 passenger, and 291 freight cars.

The road connects with the Saint Louis, Iron Mountain and Southern Railroad by running over the latter's bridge, crossing the Arkansas River from Argenta to Little Rock, and enters Memphis on its east end by transfer steamer, crossing the Mississippi between Hopefield and that city. This transfer steamer has a capacity for carrying 12 freight cars at once.

Improvements during the year have been made by placing in track about 3,500 tons of 56-pound steel rails and 800 tons of 60-pound iron rails; also, 45,000 cross-ties. A portion of the trestling is being filled up with earth, making a solid embankment, but the majority of it will necessarily have to remain open as waterways for the frequent and extensive overflows from the Mississippi.

From reports rendered to this office the following has been ascertained:

The capital stock of the company authorized is \$3,000,000, of which \$1,500,000 has been issued. The funded debt consists of—

Preferred mortgage 10 per cent. bonds, extended five years, to May 1, 1884, at 8 per cent.....	\$50,000
Preferred mortgage 10 per cent. bonds, on which rate has been reduced to 6 per cent.....	50,000
Preferred mortgage 10 per cent. bonds, of which \$50,000 matured May 1, 1881, 1882, and 1883, respectively.....	150,000
General mortgage bonds, 30 years, from May 2, 1877, running at 4 per cent. to July, 1882, and then 8 per cent. to maturity.....	2,575,000
General mortgage bonds, 30 years, at 4 per cent. from May 2, 1877, until maturity.....	25,000
Total	2,850,000

The road is now in receivership, and its financial condition as such is reported by the receiver to June 30, 1883, as follows:

LIABILITIES AS RECEIVER.

Pay-rolls and vouchers	\$44,767 02
Memphis & Little Rock Railroad Company, as reorganized	50,911 29
Total	95,678 31

ASSETS AS RECEIVER.

Equipment	\$264 95
Real estate, land department.....	687 05
Cash on hand.....	87,189 51
Fuel, material, and stores on hand.....	29,085 88
Bills and accounts receivable.....	42,473 52
Total.....	159,700 91
Surplus	64,022 60

The lands granted to this company under the acts of February 9, 1853, and July 28, 1866, are estimated at 804,185.08 acres, of which 140,955.09 acres had been patented to June 30, 1883.

Comparative statement of earnings and expenses of the Memphis and Little Rock Railroad Company.

	Year ending June 30, 1883.	Year ending June 30, 1882.	Difference.		
			Increase or decrease.	Amount.	Per cent.
EARNINGS.					
Passenger.....	\$414,544 33	\$323,262 85	Increase ..	\$91,281 48	28.23
Freight	416,431 74	280,602 72	Increase ..	135,829 02	48.40
Mail.....	15,549 59	12,280 31	Increase ..	3,269 28	26.62
Express.....	28,407 61	23,931 02	Increase ..	4,476 59	18.70
Miscellaneous.....	1,013 55	596 28	Decrease ..	1,609 83	269.97
Total.....	873,919 72	640,673 18	Increase ..	233,246 54	36.46
EXPENSES.					
Transportation	205,524 26	184,742 68	Increase ..	20,781 58	11.24
Maintenance of way.....	435,309 66	134,671 54	Increase ..	300,638 12	223.16
Motive power	94,415 68	82,105 33	Increase ..	12,310 35	14.99
Maintenance of cars.....	22,959 39	18,699 59	Increase ..	4,259 80	22.77
General expense and taxes.....	53,409 23	58,273 15	Decrease ..	4,863 92	8.34
Total.....	811,618 22	478,492 29	Increase ..	333,125 93	69.62
Net earnings.....	62,301 50	162,180 89	Decrease ..	99,879 39	61.58
Average miles operated.....	135	135	.....	.....	.....
Earnings per mile.....	\$6,473 48	\$4,745 78	Increase ..	\$1,727 75	36.46
Expenses per mile	6,011 99	3,544 39	Increase ..	2,467 60	69.62
Net earnings per mile.....	461 49	1,201 34	Decrease ..	739 85	61.58

THE YELLOWSTONE NATIONAL PARK.

The question of a railroad through the Yellowstone National Park has excited so much discussion that I felt it important to make a personal inspection of this extraordinary portion of the public domain, as it is a place which will undoubtedly develop a large trade for the Northern, Union, and Central Pacific Railroads. It is reached from the Northern Pacific by a branch road of 51 miles from Livingston, touching the Park near its northwest corner. By the construction of a branch line from the Utah and Northern Railway to the Middle Geyser Basin, commonly known as Marshall's, it can easily be reached from Ogden by both the Central and Union Pacific roads.

The dimensions of the Park are not very well ascertained, as no survey has yet been made, and its boundaries are defined by localities and not by exact measurements. It is usually reckoned as a rectangular parallelogram, 55 miles on its northern and southern boundaries, and 65 miles on its eastern and western boundaries. The points of interest are widely scattered, and at present can be reached only over roads which have been badly located. They are very dusty and in many places dangerous, and as a whole the journey is tedious and disagreeable. The railway station is 7 miles from the hotel at the Mammoth Hot Springs. The distance from the Hot Springs to the first point of interest, the Norris Basin, is 32 miles; from the Norris Basin to the Middle Basin (Marshall's), 18 miles; from the Middle Basin to Fire Hole Basin, 6 miles; from Fire Hole Basin to the Upper Basin, 6 miles, being a total distance of 69 miles.

To reach the Great Falls it would be necessary to follow a horse trail near the northern shore of the Shoshone Lake, thence by the western shore of the Yellowstone Lake and down the banks of the Yellowstone River to the falls; but this journey, while it would develop many points of

great interest, is but seldom taken. The usual course is to return from the Upper Basin to Marshall's, 12 miles, and from Marshall's to the Great Falls, 32 miles. From this point a horse trail leads to Mount Washburn and down the valleys of the Yellowstone and Gardiner Rivers to the Hot Springs; but this also is so difficult and fatiguing that few persons pursue it, and the great majority of visitors return to Marshall's, a distance of 32 miles, and to the Hot Springs, a distance of 50 miles, making a total circuit of 195 miles to reach the six great points of interest usually visited at present. Under the efficient direction of Lieutenant Kingman, at present in charge of the location and construction of roads, they are being very rapidly improved, but, even when completed, a visit to the Park by road conveyance would be extremely fatiguing and very expensive, so much so as to be practically prohibitory upon the aged, the infirm, and the poor.

After a very careful consideration of the subject I have become entirely satisfied that the Park cannot be developed and rendered at all easy of reasonable access without the construction of a railroad, which can be so located as to reach the main points of interest at a comparatively slight expense and with no more fatigue than attends ordinary railroad travel. I am the more confirmed in this opinion by the universal judgment of all the visitors with whom I conversed upon this subject, and they were very many, during my visit to the Park.

If a railroad is authorized, it ought not to be a monopoly of any one of the great parties in interest, and it is respectfully suggested that any charter granted for the construction of such a road should contain a provision by which the four parties in interest should be equally interested in its construction, namely, the Northern Pacific, the Union Pacific, the Central Pacific, and the National Park Improvement Company, each of whom should be authorized to subscribe, if they desire so to do, to the one-fourth of the stock. Such charter should also contain a provision by which the management of the road would be vested in ten directors, two of whom should be appointed by the President to represent the Government, and two by each of the four companies named. There should also be a provision by which the charges for freight and passenger traffic should be subject to the supervision of the Secretary of the Interior, in like manner as the National Park Improvement Company.

In view of the probability that the rapidly developing mining interest at Clark's Fork, near the northeast corner of the Park, in Montana, will require railroad facilities within a very short period, and the most direct route for such road will be along the northern border of the Park, it is important that such company should be authorized to build a railroad connecting with that point. Such railroad would not in the least deface the Park, but on the contrary would add largely to its attractions and be the most efficient means to prevent the destruction of the beautiful groves of timber which now abound, and which, from the carelessness of tourists in neglecting to thoroughly extinguish their camp fires, are often consumed in enormous quantities, reaching probably hundreds of thousands of acres.

The construction of such road would be necessarily from private capital and without subsidy from the Government, and there would still be abundant necessity for the judicious expenditure of any appropriation which Congress would be disposed to grant in the construction of suitable roads from the railway stations to the numerous points of interest. The facilities of both railroad and carriage road will be required to render the Park a credit to the Government.

THE PERSONNEL OF THE BUREAU NOVEMBER 1, 1883.

The employés of this office, with their respective positions and salaries, on November 1, 1883, were as follows:

William H. Armstrong, Commissioner.....	\$4,500
Frank B. Pickerill, bookkeeper	2,400
William M. Thompson, assistant bookkeeper	2,000
Thomas Hassard, engineer	2,500
Thomas J. Walker, clerk	1,600
Miss Kate Schmidt, copyist.....	900
Paul M. Johnstone, assistant messenger	720

The estimates which have been submitted for the fiscal year ending June 30, 1885, are as follows: Commissioner, \$5,000; bookkeeper, \$2,400; assistant bookkeeper, \$2,000; railroad engineer, \$2,500; one clerk, \$1,600; one copyist, \$1,000; one assistant messenger, \$720; traveling expenses, \$3,000; books and book-cases, \$500; making in all, \$18,720.

The duties of this office, representing as they do the supervision, inspection, and reporting upon of vast railroad properties, and the settlement of accounts involving millions of dollars annually, require the very best class of ability as to accounting, engineering and general railroad experience. It affords me great pleasure to commend the general efficiency of the employés of this office, who have made comprehensive inspection of properties and thorough examination of accounts, and who have so ably seconded my efforts in the preparation and completion of this report.

I have the honor to be, sir, very respectfully, your obedient servant,
WM. H. ARMSTRONG,
Commissioner.

Hon. H. M. TELLER,
Secretary of the Interior.

RAILROAD ENGINEER'S REPORT

DEPARTMENT OF THE INTERIOR,
OFFICE OF THE COMMISSIONER OF RAILROADS,
Washington, D. C., November 1, 1883.

SIR: I have the honor to submit the following report of the inspection of railroads coming under the supervision of this Bureau, made during the months of May, June, July, and August of the present year, and embracing a portion of the Central Pacific Railroad; the Southern Pacific Railroad; the Atlantic and Pacific Railroad, from Albuquerque to the Colorado River, near the Needles; a portion of the Texas and Pacific Railway; the Saint Louis, Iron Mountain and Southern Railway; the Oregon and California Railroad; and the Northern Pacific Railroad.

The Southern Pacific Railroad of Arizona and New Mexico and the Galveston, Harrisburg and San Antonio Railway are portions of the system controlled by the Central Pacific Railroad. The International and Great Northern is a valuable part of the Missouri Pacific system.

These were examined on account of their great importance to the land-grant railroads now controlling them, especial attention being also given to the connections now established with the railway lines leading into the Republic of Mexico, the building of which has been pushed very rapidly within a few years, doubtless stimulated considerably by the liberal concessions that have been granted by the Mexican Government.

CENTRAL PACIFIC RAILROAD.

Examination was made in July of that portion of the main line between San Francisco and Truckee, via Port Costa and Benicia, a distance of 210 miles, crossing the Straits of Carquinez upon the large transfer steamer Solano, a description of which was given in previous reports. The boat with all its fixtures is kept in excellent condition, the "Gates" hydraulic steering gear still maintaining its superiority as a very efficient steering apparatus.

The track is remarkably smooth and the road-bed kept in excellent condition, the bridges and trestles, with the buildings, are in good repair, and the long snow galleries carefully watched. The telegraph system for use in case of any accident within the sheds is very well arranged; and as an additional safeguard, a telephone station is established upon Red Mountain at a point where a full view of the whole line of sheds can be seen. The house is occupied by two men whose duty it is to watch by day and night for fires in or near the sheds. This telephone connects with the station at Cisco, so that information can be promptly sent to Sacramento, and to the fire trains which are always ready for duty. These trains are so prompt in action that the fires are generally subdued before much damage is done.

The following improvements have been made during the last year: about 4 miles of second track have been completed along First street,

Oakland, for the accommodation of the Alameda branch; this is laid with 60 pound steel rails, and is well ballasted with gravel.

Elevated coal bunkers have been completed at Oakland wharf, and at Port Costa, to facilitate the transfer of coal from vessels to cars. The coal is hoisted directly from the vessel's hold into the bunkers, which are placed high enough so that cars can be rapidly loaded by gravity, the chutes being conveniently arranged for that purpose. The size of the Port Costa bunker is 36 feet by 801 feet; that at Oakland is 35.6 by 304.9 feet.

At Sacramento a great addition to the capacity of the shops has been made by the erection of a large building, 100 by 400 feet, to be used for an iron and brass foundry. It is to be fitted with the best modern appliances, hydraulic cranes, deep pits for wheel castings, and all conveniences for rapid handling of heavy masses of metal. There will be 4 cupolas in the building, and floor space so arranged that 300 car wheels can be molded without interference with the other work.

The Sacramento shops are in excellent condition, great care evidently being taken that everything inside and outside the buildings shall be kept very clean and neat. There are sufficient tools here for building as well as repairing locomotives, cars, steamer machinery, and nearly all things needed for the railway. There is now being built at these shops a heavy locomotive, designed by Mr. A. J. Stevens, the master mechanic, which he thinks will enable the company to dispense with assisting locomotives upon the steep grades. This machine has 10 drivers and a 4-wheel truck; wheel base of engine $26\frac{1}{2}$ feet, and including tender $55\frac{1}{2}$ feet; weight upon the truck is 18,000 pounds; weight upon each driver 12,800 pounds; locomotive alone, 146,000 pounds; total weight of engine and tender in working order, 234,000 pounds.

The company's report to June 30, 1883, shows the heaviest locomotive then in use upon their steep grades to be 184,400 pounds, with fuel, &c., in working order; an increase of nearly 50,000 pounds in the short space of 55 feet would, if at rest, be only a trifling matter, but when in motion at a speed of 10 miles per hour, with a heavily loaded train, would seem to require that heavier rails and more bearing surface of ties, as well as stronger bridges, be provided for such heavy machines.

The additional side tracks and renewal of division terminal buildings at Truckee, which were commenced last year, have been completed and are now in full use, making this a well-arranged station.

At Wadsworth, the round-house and shops requiring renewals, it was deemed advisable to lay out a new terminal yard a short distance west from the present location, and work upon it is now in progress. A round-house, machine-shop, and car-house of brick are being erected, which will materially increase the facilities of doing the work at this station.

At Raspberry Station 12,090 feet of new wrought-iron pipe has been laid in place of the old water pipe.

There have been 353,000 cross-ties provided for renewals during the current year, distributed as follows: For the western division 38,000, Oregon division 18,000, Sacramento, Truckee, Humboldt, and Salt Lake divisions 97,000, and for the Visalia division 200,000; about one-half of these had been put into the track previous to July 1, 1883.

Steel rails have been provided for renewals as follows: Sacramento division, 1 mile of 60 pounds per yard; Truckee, Humboldt, and Salt Lake divisions, 100 miles of 60 pounds per yard; Visalia division, 33 miles of 50 pounds per yard; San José branch, 2 miles of 50 pounds per yard; Oregon division, 3 miles of 50 pounds per yard, making 139 miles, nearly all of which was laid previous to July 1, 1883.

The company is making a strong effort to cultivate trees suited to the climate around stations, shops, and section houses upon the whole extent of the Central Pacific Railway and its leased lines, having thus far succeeded quite well. The report of the assistant engineer in charge of this work, has the following:

For the season of 1883 we have planted about 2,400 locust and poplar trees along the line of the Central Pacific Railroad, in Nevada, at the section houses and depots. These trees seem to flourish at any altitude below 5,000 feet. We have planted 4,500 locust, catalpa, and eucalyptus trees along the line of the California Pacific Railroad, in the counties of Solano, Yolo, and Colusa. These trees all appear to be doing well, but there is danger of the eucalyptus trees being destroyed by frost.

In addition to these, we have planted 420 fruit trees at the section houses. As a rule, the *Eucalyptus globulus*, which is such a rapid grower, will not flourish, except near the coast, on account of frost, but the *Eucalyptus rostrata* will easily resist the frosts of our interior valleys in California and Arizona.

OREGON DIVISION.

This division, formerly the California and Oregon Railroad, extends from Roseville Junction to Redding, a distance of 151.6 miles.

The track is in very good condition, though there still remains about 20 miles of the original iron rails and chairs, which will probably be replaced with 50-pound steel within a year. There have been quite extensive renewals of truss-bridges and trestles upon this division. At Tehama, to which place the Northern Railway has been recently extended, there are very convenient side-tracks and well-arranged station buildings. The distance via the Northern Railway to San Francisco from Tehama is 187 miles, or 26 miles less than by way of Sacramento.

The road-bed and buildings are kept in good order. Inspection was made in July, 1883, at which time the company had commenced to push forward the extension from Redding northward to meet the Oregon and California Railroad; a few miles of track had been laid, and the grading forces were being rapidly increased.

The excellent condition of the bridges, buildings, and track upon the Central Pacific Railroad and its leased lines deserves particular commendation, for not many railroads in this country can show as smooth tracks, neatly-kept road-bed, and clean ditches, as can be seen throughout this line. There is constant evidence of extreme vigilance and care in managing the track department according to a well-defined and judicious system, which is applied to the whole length of the road, and is so well administered that the result must be highly beneficial to the company's interests. Ties, rails, and other materials for repairs are neatly piled where they can readily be reached; worthless ties and lumber are either burned or removed from the line; the track is filled and road-bed shaped to a fixed standard; the grounds about the stations and section-houses are kept in very neat condition, free from rubbish of every kind, and great care seems to be given to the preservation of the company's property.

SOUTHERN PACIFIC RAILROAD OF CALIFORNIA.

Inspection was made in June and July, 1883.

This railroad is leased and operated by the Central Pacific Railroad Company, and extends from Huron, Cal., to the center of the Colorado River near Fort Yuma, a distance of 528.61 miles. There is also a

branch line from San Pedro to Los Angeles, a distance of 24.65 miles, and one from near Mojave Station to the Colorado River near the Needles, where it will connect with the Atlantic and Pacific Railroad, now completed to that point from Albuquerque, New Mexico, thus making another outlet to the east for California trade via the Atchison, Topeka and Santa Fé Railroad. The length of this branch from Mojave to the Needles is 240.4 miles, but only 120 miles were inspected, that being the length of line then in operation, the balance not being in use, as the bridge over the Colorado River had not then been completed.

Upon the main line there are now 379.79 miles of steel rails and 148.82 miles of iron. Upon the Wilmington division there are 5.22 miles of steel and 19.43 miles of iron rails, and upon the Colorado division (Mojave to the Needles) the rails are all steel. The iron rails are 56 pounds per yard; there are 28 miles of steel rails weighing 56 pounds per yard, 48 miles of 60 pounds per yard, the remainder being of 50 pounds per yard.

Plain fish plates are used with the iron rails; for the 60-pound steel rails between Caliente and Tehachapi angle plates are used, and the remainder of the steel rails have angle plate inside with plain plate on outside of the joints.

The switches are generally of stub pattern, a few split switches being used on the Yuma and Wilmington divisions; improved switch stands are being placed at many points. Rail frogs are in general use, very few of cast iron now being in the track.

The cross-ties are of split redwood, 6 by 8 inches and 8 feet long; they are laid 2,640 to the mile upon the tangents and level portions of the line, and upon maximum grades and curves the number is increased to 2,992 to the mile.

There is but little of the track ballasted with gravel, and none with stone, the material of which the road is built usually making very good ballast; in the yards at terminal stations cinder ballast is used. It is worthy of notice that the whole length of the roadway is kept remarkably clean, rails, ties, &c., neatly piled, and all material not useful is burned or removed, while the grounds about the stations, shops, and section houses are kept extremely neat and tidy, thus giving evidence of careful attention by the employés in the management of the company's property, which is highly to be commended.

There are 20 tunnels upon the main line, all lined with wood, the longest being the San Fernando, 6,966.5 feet, and the total length being 15,138 feet; these are carefully watched and kept in good condition.

The telegraph line is owned by the railroad company, and operated under lease by the Western Union Telegraph Company. The average number of poles per mile is 25; size of wire is No. 9. There are about 154 miles of board fence built along the road at different places upon all the divisions except the Colorado.

The general offices of this and the Central Pacific Railroad Company are in San Francisco, at the corner of Fourth and Townsend streets. The building is of brick, three stories in height; the offices are well arranged and large enough for present needs, but not well located for business purposes.

The station buildings and section houses are of wood, very well arranged, and kept in good order. The eating houses and hotel buildings are very nicely kept, well furnished, commodious, and are very creditable improvements for the comfort of the travelers. There are 28 passenger and freight buildings combined, one for passengers exclusively and two for freight.

The library building at Tulare, which was erected by the railroad company for the use of its employés, has very convenient reading-rooms, well supplied with books and periodicals, also a large room for lectures and public meetings. The house and surrounding grounds are kept very neatly. The shops at this place are deserving of especial mention, on account of the good order observable within and around the buildings, and for the care bestowed upon the shade trees which are planted about them.

The water supply has been somewhat improved within the past year; there are now upon the line 16 tanks of 18,000 gallons capacity, and 26 tanks of 50,000 gallons each. The water is supplied to 18 tanks by gravity, to 7 tanks by wind-mills, and at 17 steam-power is used. The Colorado division has at present only 5 water-tanks, but there will be 4 more added very soon, viz, near Danby Station, where about 5 miles of 3-inch cast-iron pipe will be required; at Ludlow a well is being sunk which has now reached 520 feet depth; a well is proposed at Amboy; and at Sacramento Springs about 3,000 feet of 3-inch cast-iron pipe will be required.

There are 15 fuel stations upon the line where wood-yards and bins or platforms for coal are built. Coal is used for fuel upon all the divisions, wood being used for kindling only. There are 10 engine-houses, located as follows, viz: Tulare, house of 13 stalls; at Sumner, 10 stalls; at Mojave, 15 stalls; at Lancaster, 3 stalls; at San Fernando, 3 stalls; at Los Angeles, 18 stalls; at Colton, 2 stalls; at Indio, 6 stalls; at Wilmington, 3 stalls; and at San Pedro, 5 stalls; these are all built of wood.

At Tulare there is also a machine and blacksmith shop; at Sumner a blacksmith shop; and at Los Angeles a machine, blacksmith, and a car shop; those at Los Angeles are large, well stocked with tools, well arranged and kept in good order. There are 18 turn-tables, 15 being of wood, 2 of cast iron, and 1 of wrought iron.

The section houses are conveniently arranged, some being for double and others for single gangs, and with these bunk and cook houses under separate roofs, are generally provided; there are in all 29 single and 19 double houses. There are also 33 single and 19 double tool houses for road repair gangs.

There are 37 locomotives; 10 with 4 drivers, 10 with 6 drivers, and 17 with 8 drivers; 10 of these have air brakes and 8 have steam brakes. The weight of heaviest passenger locomotive with tender, fuel, water, &c., is 31 tons; the heaviest freight locomotive in working order is 94 tons. This size is working upon the Tehachapi grade, and has demonstrated quite effectually the truth of the principle that very heavy engines require stronger bridges, better road-bed, and heavier rails; for upon that part of the road the company has found it advisable to replace the 50-pound rails with a heavier pattern of steel weighing 60 pounds per yard, and also to increase the strength of the bridges.

There are 8 passenger coaches, 7 baggage, mail, and express, and 4 emigrant cars, all equipped with air brakes; also 1,067 freight cars of all kinds, and 24 tank cars used for supplying water to locomotives and stations, in addition to 227 miscellaneous cars used in maintenance of track.

At Los Angeles station side tracks are being so extended as to double the capacity of the freight yard. The freight house has been moved to a more convenient location, and considerably enlarged. Upon the original site of the freight house a building 32 feet by 296 feet has been erected, containing an eating house and commodious rooms for the division officers located at that place.

The Wilmington division has been extended $2\frac{6}{10}$ miles from Wilmington to San Pedro, and wharves constructed at the latter place to deep water in Wilmington Harbor, which improvement will considerably reduce the expenses of transfer between cars and vessels. An engine-house of 5 stalls and a 50,000 gallon water tank have been erected at San Pedro, with sufficient side tracks and buildings for the business at that point, making a very well arranged and convenient station.

Additional side tracks have been laid at Mojave Station to accommodate the business of the Colorado division. The track of this division was laid to the Needles April 18, 1883, and is now in order for business.

At the Needles the new terminal yard has been completed, and the following-described buildings are being erected, viz: Engine-house of 15 stalls, with wrought-iron turn-table, blacksmith and boiler shops, machine shop, car shop, coal shed, transfer shed, stock corral, ice-house, eating-house and office building, and combination freight and passenger house.

Since the last inspection, 24.23 miles of track in the Tehachapi pass have been renewed with 60-pound steel rail. Steel rails of 50 pounds per yard for 1.3 miles of track, 60-pound steel rail for 16 miles, and about 50,000 cross-ties have been distributed for renewals in 1883, and at the date of inspection nearly all of this material had been put into the track.

The Southern Pacific system, as now arranged, consists of:

	Miles.
Central and Southern Pacific of California, San Francisco to Yuma.....	731
Southern Pacific of Arizona, Yuma to New Mexico line	384
Southern Pacific of New Mexico, Arizona line to El Paso, Tex.....	167
Galveston, Harrisburg and San Antonio Railway, El Paso to Houston, Tex ...	852
Texas and New Orleans Railroad, Houston to Orange, Tex.....	105
Louisiana Western Railroad, Orange, Tex., to Vermillionville, La.....	112
Morgan's Louisiana and Texas Railroad, Vermillionville to New Orleans, La ..	144
	<hr/> 2,495

This company has been planting shade and fruit trees about the station houses, and thus far has met with good success. The assistant engineer in charge of tree planting reported to Mr. W. G. Curtis, superintendent of track, that in the vicinity of San Francisco Bay and along the line of the Southern Pacific Railroad in California, there had been planted about 12,000 eucalyptus, locust, acacia, catalpa, and poplar trees; also that around the section houses on the Southern Pacific Railroad about 400 fruit trees had been set out. These trees have been watered and attended to very carefully, and are now giving considerable shade, so necessary for the health and comfort of men working in such a hot and dry climate.

The track is kept in excellent condition, great care being taken with the alignment as well as surface. The rate of elevation for curves seems to be well adjusted for the ordinary speed of passenger trains, so that the change from tangent to curve at such speed is scarcely noticed.

The same care is shown in the permanent way and bridges, very liberal drains and water-ways being provided, and the piers and abutments of bridges being well secured against freshets. All the buildings are kept in good repair. The equipment for passenger business is all first class; the sleeping cars for immigrants are very well built, kept very clean, and are placed for the use of that class of passengers free from any charge beyond the regular passage rates.

Arrangements are made to equip all the freight cars with air brakes, which will reduce the risk of accident to the train men, and while rendering the trains more easily managed, will also allow them to be moved more rapidly and safely than at present, and thus increase the effective service of the cars.

SOUTHERN PACIFIC RAILROADS OF ARIZONA AND NEW MEXICO.

This line is the extension eastward of the Southern Pacific system, the distance from Yuma, Ariz., to the Rio Grande River near El Paso, Tex., being 551 miles, connecting at the latter place with the Galveston, Harrisburg and San Antonio Railway.

The road is well built, and the alignment quite good; the track is ballasted with sand and kept in excellent condition. The equipment is amply sufficient for present requirements. In many parts of this road great difficulty has been experienced in obtaining water of good quality for use in locomotives. At Sentinel Station a well was bored 1,029 feet in order to get a good supply; at Playas Valley no good water was reached at 1,008 feet depth, and eight other wells have been bored to depths varying from 260 to 534 feet before securing a fair supply, and in five of these wells the water is of very inferior quality.

The buildings, bridges, and trestles are kept in good repair.

At Benson Ariz., a connection is made with the New Mexico and Arizona Railroad, which joins at Nogales with the Sonora Railway leading to Guaymas upon the Gulf of California. This line is 353 miles long, and is controlled and operated by the Atchison, Topeka and Santa Fé Railroad Company.

From Deming, the narrow gauge, Silver City, Deming and Pacific Railroad is built and in operation to Silver City, N. Mex., 47.2.

The Clifton and Southern Pacific Company is building a railway from Lordsburg, N. Mex., to Clifton, Ariz., to reach some valuable mining property. The length of this line will be about 70 miles.

GALVESTON, HARRISBURG AND SAN ANTONIO RAILWAY.

This company has a land grant of 16 sections per mile from the State of Texas. The line was opened for through business February 1, 1883, the track laying having been completed January 15, thus giving by its eastern connections a continuous line to New Orleans, for the business of the Southern Pacific Railroad. These connecting lines are, the Texas and New Orleans, Louisiana Western, and Morgan's Louisiana and Texas Railroads. These roads being now controlled by parties whose interests are identical, form what may be called another trans-continental railway, connecting the harbor of San Francisco with the great port of New Orleans and with Galveston.

Within the State of Texas there are no less than 14 lines of railway that cross and connect with this road, which connections will probably add considerably to its business. At El Paso a connection is made with the Mexican Central, already in operation to Jimenez, 371 miles, and which will probably be completed to the City of Mexico in the summer of 1884. At Spofford Junction a branch line is built to Eagle Pass, crossing the Rio Grande River by a substantial iron bridge to Piedras Negras, Mexico, beyond which place the track has been laid about 50 miles, and construction is being pushed towards Monclova and to a connection with the lines leading to the City of Mexico and the Pacific coast. At Sierra Blanca, 91 miles eastward from El Paso, a connection is made with the Texas and Pacific Railway, which has joint use of the track between these points.

The road is rapidly being brought into good condition, the narrow embankments and cuts widened, cross-ties renewed, and steel rails put

into the track to replace the partly worn iron rails; new bridges and station buildings are being put in place of the old; station grounds are being enlarged and new stations established with side tracks arranged upon the improved standard plan, and many improvements made to reduce the expense of managing the large business which will be put upon the line.

The supply of water has been in many places too small for the business of the road, and great expense has been incurred in the attempt to secure a sufficient quantity at points where it is most needed. At Sierra Blanca a well was in progress that had reached 960 feet depth without obtaining a sufficient supply of water. At Haskell Station the boring was abandoned after going to a depth of 1,052 feet. At Dryden a well has been driven 740 feet without finding sufficient water; the well at Sanderson is 987 feet deep; that at Marfa is 1,180 feet, and the Lozier well is 692 feet deep. These details will show that water supply is a very serious item of expense in that portion of Texas, as well as in many parts of New Mexico and Arizona.

The Texas and New Orleans Railroad extends from Houston to the eastern boundary of the State at Orange upon the Sabine River, a distance of 105 miles, and is now being put in very good order.

The Louisiana and Western Railroad extends from the Sabine River to Vermillionville, La., 112 miles. Morgan's Louisiana and Texas Railroad forms the connecting line from Vermillionville to New Orleans, the distance being 144 miles. The property of this company is in very good order throughout, having large and well located station grounds upon both sides of the river at New Orleans, containing ample side tracks, good passenger and extensive freight buildings; shops well supplied with tools for repairs of railway equipment and steamship work; besides well built and very commodious wharves, for transfer of business with the various coast and ocean steamers that trade at this port, many of which are owned or managed by the parties interested in this railway. The entire terminal property is very extensive and valuable.

NORTHERN PACIFIC RAILROAD.

The Pacific division from Kalama to New Tacoma, Wash., was examined in August, having been passed over in the regular trains; the track and road-bed are in very good condition, new ties and rails have been put in, and trestles renewed and put in good order; the track is ballasted with excellent gravel for about half its length, the remainder being filled with rather light sand.

The rails are of American iron, weighing 50 and 56 pounds per yard; flat spliced bars are used.

The length of the Pacific division is, from New Tacoma to Kalama, 105.14 miles; ferry across the Columbia River from Kalama to Lenore, 2 miles; railway from Lenore to, Portland 33.36, making the total distance 140.5 miles. The branch from New Tacoma to Carbonado is 34.44 miles, with a spur to coal mines of 1.71 miles. A connection by rail will soon be completed with Seattle from a point near Puyallup upon the Carbonado branch.

The coal bunkers at New Tacoma are quite large and conveniently arranged for loading into vessels; the passenger and freight houses are well arranged, and the wharf at the steamer landing is in good condition. The company has made very liberal expenditures for machine

shops, car and engine houses and side tracks at this station; the buildings here as well as along the line are well constructed.

The extension from the west bank of the Columbia River nearly opposite Kalama, follows the general course of that and the Willamette Rivers to Portland; the work was well advanced, and the road would probably be ready for use in October.

Inspection was made in August of that portion from Wallula Junction to Bearmouth, a distance of 458 miles, passing thence by stage to Helena about 85 miles, as that part of the track was not completed, and continuing by rail from Helena to Livingston 124 miles.

At Wallula Junction are very good buildings for joint use of this and the Oregon Railway and Navigation Company. The crossing of Snake River at Ainsworth is still made by transfer steamer which can take 4 passenger cars each trip. The bridge piers and abutments are nearly completed, the stone used being an excellent quality of granite, the superstructure is of iron, and is now ready to be put up.

The track is well laid and filled, the ties are of good size, the ballast generally of good gravel, which is abundant upon this part of the road and of excellent quality. The alignment is generally very good; the excavations and embankments made of full width and care taken to give ample drainage. In a few places the road is built upon sliding material which will require considerable expense for some time before a good track can be kept there.

The trestles and bridges are strongly built, well provided with guard rails, and in the high structures like that at Marets, which is 860 feet long and 227 feet high, the plan of framing posts and braces makes the work very secure and easily repaired; the extra number of long ties and size of track stringers, with the strongly bolted guard rails, reduces very much the danger of a derailed car running over the side or breaking through the floor, and forms such a strong trestle with so good a floor system that it may be called as strong a form of wooden structure for such places as any in use upon our railways.

The station buildings are very neatly constructed and well arranged; due allowance has evidently been made for a large increase of business; the water-tanks are of large size, and a liberal allowance of side tracks has been made at all the stations.

The Mullan tunnel, about 1,150 miles from Duluth, is 3,850 feet long; elevation above tide water is 5,545 feet, and it is expected to be completed in November. The Bozeman tunnel is 3,600 feet long, elevation above the sea 5,565 feet, and will probably be finished in January, 1884. A very good track for temporary use is built over these summits, that at Bozeman being rather crooked, with grades of 219 feet per mile. The powerful Baldwin engines in use here take seven loaded cars over this grade, which is about one-half the number they can take over grades of 116 feet per mile.

The station grounds at Livingston are quite large, with abundance of room for side tracks. There is a convenient passenger house of wood, a brick engine house of fifteen stalls, iron turn-table, large machine and car shops of brick, large tank with steam pump.

At this station connection is made with the branch road to the north boundary of the Yellowstone National Park, which follows the valleys of the Yellowstone and Gardiner Rivers for 51 miles. The grading is not very heavy, the material is generally rock and gravel; the road is well built, considering the rapidity of its construction, which was only about three months' time, and, as good ballast is abundant, the track can easily be put in order, and the road-bed made of proper width. The

termination of the road is at Cinnabar, distant from the Mammoth Hot Springs about 7 miles.

From Livingston to Saint Paul, a distance of 1,030 miles, the road-bed is nearly all in remarkably good condition; the cuts and embankments are of full width; liberal drainage is provided and embankments well protected against floods; the bridges and trestles have been kept in good order, the track well ballasted wherever good material was found, and preparations made for hauling gravel to such portions that were filled with ordinary earth.

The road was formally opened through its entire length upon the 8th day of September, 1883, and upon the 11th day regular business trains had commenced running; the mileage is as follows:

MAIN LINE.

Saint Paul, Minn., to Wallula Junction, Oreg.	1,697.3	
Duluth, Minn., to Brainerd, Minn.	114.0	
Northern Pacific Junction, Minn., to Superior, Wis.	23.5	
Portland, Oreg., to New Tacoma, Wash.	140.5	
New Tacoma, to Carbonado, Wash.	34.4	
		<hr/> 2,009.7

BRANCHES.

Little Falls and Dakota: Little Falls to Morris.	87.8	
Fergus Falls and Black Hills: Wadena to Milnor.	119.9	
Fargo and Southwestern: Fargo to La Moure.	88.0	
Jamestown and Northern: Jamestown to end of track.	55.8	
National Park Branch: Livingston to Cinnabar.	51.0	
Sykeston Branch.	12.8	
		<hr/> 415.3
Total mileage.		<hr/> 2,425.0

The distance from Duluth to Portland, in connection with the Oregon Railway and Navigation Company's road, is 1,884.4 miles; from Saint Paul to Portland is 1,911.4, of which 214.1 miles belong to the Oregon Railway and Navigation Company. This company has been experimenting about one year in tree planting, using cottonwood and box-elder as being most suitable for their purposes. The former were planted as slips in the year 1882, and are now 8 feet high; the box-elders have now grown from seeds to about 3 feet high during the year.

Engine houses and shops are also being put up at Mandan and Dickinson. The large building for general offices at Saint Paul has been completed and is now in use.

At the new station opposite Portland, Oreg., extensive shops are being erected by the Terminal Company for the use of the railways at that place. A very large space between the Willamette River and the bluffs east of it has been filled to the height of the new wharf, and upon this filling several miles of side track are now laid. The amount of work now done shows that this will be the largest and best arranged station upon the road. The principal buildings which have already been commenced are, foundry, 290 by 80 feet; engine-house of 44 stalls; machine-shop, 464 by 120 feet; car-shop, 464 by 131 feet; copper-shop, 60 by 107 feet; boiler-shop 200 by 80 feet; smith-shop, 343 by 80 feet; pattern-shop, 40 by 57 feet; wood-shop, 85 by 262 feet; oil-house, 43 by 65 feet; store-room and offices, 50 by 302 feet.

In connection with this station there is a large dry dock nearly completed, and work has been commenced upon a large grain elevator, which will be built upon the most approved modern plans, and will rank among the best in the United States.

The rails are nearly all of American steel, weighing 56 pounds per

yard; the cross-ties are of pine, tamarack, fir, cedar, and oak; dimensions, 6 inches thick, faces 8 to 10 inches, and 8 feet long; the number per mile is from 2,640 to 3,000.

The rolling stock reported upon June 30, 1883, was 289 locomotives, the heaviest weighing, with fuel and water, 173,000 pounds; 187 passenger, baggage, mail, and express cars, including 9 hotel and 19 sleeping cars. This equipment is all in good order, the recent additions being fully equal to those of any of the great railways. The number of freight cars is 6,789; cars for construction, road repairs, and officers' use, 252.

The hotel and sleeping cars have 12 wheels and are 73½ feet long, weighing from 71,750 to 73,000 pounds, respectively; the freight cars also have been built quite long to carry increased weights, the refrigerator cars being 37 feet 8 inches long and weighing 31,000 pounds, and box cars measuring 36 feet 7 inches in length and weighing 24,800 pounds.

There is an abundance of good coal upon the line of this road.

OREGON RAILWAY AND NAVIGATION COMPANY.

This company has built and now operates the line of railway from the east bank of the Willamette River opposite Portland, Oreg., passing into the valley of the Columbia River and following closely upon its southerly bank to Wallula Junction, a distance of 214.1 miles, where it connects with the Northern Pacific Railroad, thus giving to that company a good line to Portland over a well-built road, with moderate grades. There has been a liberal expenditure made to secure the track and structures against damage by the great floods of this river, and also against the encroachments of the drifting sand, which in many places is a cause of considerable trouble and expense, requiring nearly constant watching and labor by the road repairmen to prevent the track being covered.

This is not a subsidized road, but is mentioned here because it holds a very important position in the Oregon railway system, and makes for the Northern Pacific Railroad the best connection that can be obtained with Portland and the system of roads in the Willamette Valley, which, during the year 1884, will be connected by rail with San Francisco.

OREGON AND CALIFORNIA RAILROAD.

Inspection was made in the latter part of July, 1883, special accommodation having been arranged by the general manager, who was with the train, and very courteously furnished all information relative to the operations of the road.

The "East Side" division is located in the Willamette Valley, which it follows for about 135 miles, thence into the Umpqua and Rogue River Valleys to the north boundary of California, where a connection will be made with the Oregon branch of the Central Pacific Railroad.

At the date of inspection the line was operated to Glendale, distant from East Portland 262.58 miles.

The construction of the remaining portion is being pushed forward rapidly, the force now employed exceeds 4,000 men, and it is expected that 75 miles more will be completed before the end of the present year, leaving only about 35 miles to complete the junction with the Oregon branch of the Central Pacific Railroad, which can easily be fin-

ished early in 1884. The work upon this portion of the line is quite expensive, for, besides deep cuts and fills, three long tunnels have been found necessary, the whole length of which will be 7,980 feet, the Siskiyou tunnel being 3,050 feet.

The track of this division, including sidings, has 111.79 miles of iron and 170.5 miles of steel rails. The maximum weight of rails is 56 pounds and the minimum 50 pounds per yard, the former being used upon the steep grades and sharp curves. Flat splice bars are used upon about 60 per cent., and one flat with an angle bar upon the rest of the track. Steel rail frogs are generally used. Cross-ties are of red and yellow fir, not many of cedar being used; the number per mile is 2,640 except where the bearing surface is quite large, when in some places a less number has been used. The dimensions are usually 8 feet long, 6 inches thick, and 9 inches face.

The track is nearly all very well ballasted with good gravel, and is in very good condition, only 24 miles being filled with earth, which will soon be raised and ballasted with clean gravel from the Willamette River. The road-bed and station grounds are kept in very fair condition.

The bridges are of the Howe truss pattern, well proportioned, and are kept in good repair. There are thirty-nine of these upon this division and the Lebanon branch, making 4,851 feet length, including one draw span of 236 feet. The length of trestle and pile bridges is 72,049 feet; these are well built and kept in good order.

There are seven tunnels upon this portion of the road; these are generally quite short, the longest being 514 feet, and the total length is 2,403 feet.

The telegraph line is owned and operated by the railroad company. The Western Union also has its wires upon the same poles. No. 9 wire is used; the poles are set thirty to the mile, and the line is well kept up.

At Portland the company has a frame building 50 feet square and three stories high, well located and in very good condition, which is used for the general offices. Upon the line are five buildings for passenger stations, six freight-houses, two eating-houses and hotels; also twenty-five houses for passengers and freight combined. These are in good order and sufficient for present business. The grain houses are owned by private parties, who have built upon land leased from the railroad company.

The water supply is excellent; the tanks recently put up are of good size; the whole number is fourteen; average capacity over 33,000 gallons.

Wood is exclusively used for fuel. The company has three small engine-houses containing seven stalls, and is building a new house at Roseburg with four stalls to replace a single-stall house now there.

The machine, car, and smith shops at East Portland are of small extent, but probably sufficient for present wants. There are six turn-tables of wood and two Y switches; also twenty-three section-houses and thirty-five tool-houses upon this division.

The equipment of both divisions consists of twenty-seven locomotives, the maximum weight, with tender, fuel, and water, being 55 tons; ten of these have the Westinghouse air-brake; seventeen passenger coaches, also with air-brakes; ten combination baggage and mail, five hundred and seventy-seven freight cars, and one hundred and thirty-eight hand and other cars. The company's steam ferry at Portland is kept in good order, and seems sufficient for the present business of the road.

The Lebanon branch extends westward from Albany Junction to Lebanon, a distance of 11.5 miles. The track is well ballasted with good gravel, and is in fair condition; the rails are of American iron, weighing 35 pounds per yard, and are laid with plain fish-plates.

WEST SIDE DIVISION.

This road is built upon the west side of the Willamette River from Portland to Corvallis, 96.72 miles, passing through a well cultivated and productive country, requiring light work generally, except in the vicinity of Portland, where the work is rather difficult, and the sliding material through which the road is built causes constant trouble and expense in keeping that part of the track merely passable for trains at slow speed.

Steel rails of 56 pounds are laid from Portland south for about 44 miles, and 50-pound steel rails between Saint Joseph and Corvallis. Cross-ties are of red and yellow fir, 8 feet long, 6 inches thick, and 9 inches face, laid 2,640 per mile.

The line is nearly all ballasted with excellent stone and gravel, and is now in good alignment and surface, except in the slippery clay cuts near Portland. The road-bed is kept in good order, the embankments are of sufficient width, and the cuttings generally well drained. The maximum curvature is 12°, and occurs only in one place, about 2 miles south from Portland.

There are seven truss bridges; total length, 681 feet; also 22,640 feet of pile and trestle bridging. The buildings are all of wood, and consist of fifteen passenger and freight houses combined, one eating-house and hotel, and seven water-tanks, averaging 30,000 gallons capacity.

There are five wooden turn-tables of 50 feet diameter, four section-houses and eleven tool-houses upon this division. All the wooden structures are kept in very fair order, and it is evident that the officers in charge are managing the property of this company very carefully and with good judgment.

MISSOURI PACIFIC SYSTEM.

SAINT LOUIS, IRON MOUNTAIN AND SOUTHERN.

Inspection was made in May, 1883, of the Saint Louis, Iron Mountain and Southern main line in the States of Missouri and Arkansas. Total length of road operated is 905.27 miles, as follows:

MAIN LINE.

	Miles.
Saint Louis, Mo., to Texarkana, Ark	490.00

BRANCHES.

Bismarck to Belmont, Mo	120.00
Mineral Point to Potosi, Mo	4.00
Poplar Bluff to Bird's Point, Mo	70.50
Neelysville to Doniphan, Mo	20.00
Knobel to Helena, Ark	140.08
Diaz to Batesville, Ark	26.66
Gurdon to Camden, Ark	34.03

The road is well supplied with sidings, there being about 21 per cent. of the whole length, in addition to 10 miles of double track. The track was in very fair condition upon the ballasted portion, but between

Malvern and Texarkana there is much of the road-bed subject to overflow, which portion is now being raised above high water, and will be put in good order before the end of the year. The ties are generally of oak, 8 feet long and 6 inches thick by 8 inches face; the average number per mile is 2,820.

Steel rails, weighing from 56 to 63 pounds per yard, are being substituted for the 50 and 56 pound iron, and it is expected that before the end of the year the iron rails will all be removed. The bridges and trestles are kept in good order, renewals having been made of all structures as they began to show weakness, five wooden bridges having been replaced by iron structures during the past year.

Among other improvements a comfortable hotel has been built at Knobel, Ark., for the customers of the railway. There are also in Arkansas fifteen comfortable frame houses, built by the railroad company for use as temporary resting-places by immigrants who may have purchased land from the company. They are allowed to use these houses free of rent while they are building upon their own land. The cost of these houses has been about \$800 each, and the investment has proved to be of value, besides being of great convenience to the settlers.

Of rail-fastenings in use upon the road, about 55 per cent. are of angle-bars, 42 per cent. of flat fish-plates, and 3 per cent. of chairs.

Stub switches are generally used, a very few only of the split pattern having been introduced. Rail frogs are in general use, but very few of cast iron now being in the track. Twenty-eight miles of the road are ballasted with stone, one mile with cinder, and 305.9 with gravel, the remainder of the track being filled with earth. The grades are moderate, not exceeding 45 feet per mile, except for a few miles at the Hogan Mountain, where from 60 to 100 feet per mile is used.

There are two stone bridges, nine iron trusses of 2,844 feet total length, six combination trusses of 1,314 feet, sixty-two wooden trusses of 7,059 feet, fifteen girder bridges of 675 feet, one hundred and twenty-two trestles of 6,604 feet, and five hundred and sixty-nine pile bridges of 62,962 feet. Upon the Belmont branch are two tunnels, one of 900 and one of 800 feet length. On the Missouri division are 90 miles of five-strand wire and 97½ miles of five-board fence.

The station buildings consist of one brick passenger house and seventeen frame buildings, one brick freight-house and twenty of wood, one hundred and seven passenger and freight combined, and one grain elevator.

Upon the Missouri division there are thirty-nine water tanks of 50,000 gallons capacity each, four of which are supplied by gravity and the remainder by steam pumps. The Arkansas division has fifteen tanks, averaging 42,000 gallons capacity, and supplied by steam pumps.

There are seventeen coaling stations and eight wood stations. Coal is used for all trains in Missouri and for passenger trains in Arkansas, wood, which is very abundant upon that part of the road, being used as fuel for freight engines.

There are four brick engine-houses containing seventy-one stalls, and seven wooden houses containing thirty-six stalls. There are two machine-shops of brick and three of wood; four smith shops of wood and two of brick; one boiler shop of wood and one of brick; two car shops of wood and one of brick.

There are in use twenty-three turn-tables, a few only being of iron. Seventy-five frame section-houses and ten tool-houses are provided for the road-repair force.

The equipment consists of twenty-seven passenger and one freight

locomotives, supplied with Westinghouse air-brakes; also one hundred and twenty-seven locomotives for freight, eleven of which have steam brakes. The weight of the lightest without tender is 24 tons; the heaviest freight locomotive without tender is 51 tons, and with tender, fuel and water is 78½ tons. The passenger-car equipment consists of fifty, seven coaches, ten mail, twenty-two express and baggage, thirteen baggage, and three special cars. There are 4,988 freight cars of all kinds; the greatest capacity of these is 30 tons. The track department has three hundred and forty-eight miscellaneous cars.

There are two transfer-boats in use, one at Belmont and another at Bird's Point. There is no coal upon the line of the road; water is abundant and of excellent quality.

Timber is very abundant upon the lands near and tributary to the line of this road, and is of the best quality of pine, oak, ash, walnut, cypress, gum, and poplar. In the year 1882, of lumber made upon the line, this company hauled an average of eighty-five cars per day for every working day in the year.

The iron mines at Pilot Knob and Iron Mountain are working a large force, and the daily output will average seventy-five cars of 12 tons each.

The lead Mines at Mine La Motte and at Potosi are very extensive and are producing largely.

The company has two farms of fifty and one hundred acres each, on which are planted 400,000 catalpa trees, to be used in supplying fence-posts. This tree is of very rapid growth, requiring but little care in cultivation, and the durability of the timber is so great that it should be extensively cultivated for railway use. Ninety per cent. of the fencing along this road is built with catalpa posts, and it is believed that the average life of these posts will be twenty-five years.

TEXAS AND PACIFIC.

In the month of May the trip was made from Texarkana, Ark., to Marshall, Tex., 74, miles upon the regular train at night. The buildings and station grounds at Marshall have been much improved during the year; the grading has been improved and the side tracks increased. A new and very well-finished passenger building with dining-room and well arranged offices has been erected, and the car and enginehouse, machine-shop and foundry have been better fitted for the large amount of work required to be done there.

From Marshall to Shreveport, 40 miles, the trip was made in company with the superintendent of this division. The track was not in good order, but there was expected to be an increased force soon put upon the line, and new material supplied sufficient to make the track and roadway up to the proper standard.

From Shreveport to Cheneyville, 156 miles, where junction is made with Morgan's Louisiana and Texas Railroad, the road-bed and track are in fair condition; from this point to Baton Rouge Junction, 83 miles, much of the track had recently been under water from the great flood of the Mississippi River, the side tracks at the Atchafalaya transfer being so much submerged as to prevent their use, thus causing a temporary abandonment of that portion of the track.

The work upon the foundations of the bridge over the Atchafalaya River seems to be progressing in a satisfactory manner, with the probability of being completed so that the superstructure can be erected and in use before the close of this year. The superstructure will consist of one span of wooden truss, Howe pattern, 160 feet long; one draw span of

303 feet, and two fixed spans of 253 feet each, of iron, with wooden trestle of 52 feet to reach the embankment on eastern side of the river, making total length 1,021 feet; the opening of draw span will be about 132 feet in the clear; the lower chord will be 5 feet above the level of high water in 1882, which at this point was 38 feet above low-water mark.

The bed of the river at this place has been deepening for many years, the survey of 1882 showing 32 feet of water in the deepest places at low water, while that of 1877 shows only about one-half that depth, and at a point 1,000 feet above the bridge a survey made in 1862 shows only 3 feet of water and the channel only about one-half the present width at the same place. The bed of the river is formed of clay, sand, quick-sand, and gravel. The following description of the iron cylinder foundations was furnished by the assistant engineer in charge of the work:

Work was commenced upon the foundations of this bridge in the winter of 1881 and 1882, by using the pneumatic process, but the extraordinary flood of 1882 made such great changes in the bed of the river that this plan was abandoned. At one place upon the bridge location the bed of the river was scoured out as much as 30 feet, and as the water receded the banks began to cave in, so that in order to render the piers secure, it was decided to sink the cylinders 25 feet deeper than was originally intended. This work could not be done by the pneumatic system, for the strata through which the cylinders were to pass being all water bearing, the pressure of air necessary to keep the water out of the cylinders would be so great that the workmen would not be able to endure it. This difficulty was overcome by a dredging apparatus, which, I believe, was first introduced by me in connection with such work; and with this dredge there is no limit to the depth that can be worked.

I sunk one of these piers 70 feet below the bed of the river, where the water was 50 feet deep and rate of current was seven miles per hour.

After the cylinder has been sunk to the desired depth, the dredge was filled with concrete and lowered to the bottom of the cylinder where the concrete was dropped; this was continued until we had from 15 to 20 feet filled; this was allowed to rest until the concrete had set; then the water was pumped out and the cylinder filled with concrete. The expense of working the dredge is not one-half the cost of what it was when the work had to be done under compressed air; and with the dredge I can do more work in one day than I could in three on the other plan.

The portion from New Orleans to Baton Rouge, 98 miles, although it has apparently a very fair amount of business, has not been kept in as good condition as it should have been, partly, no doubt, on account of the scarcity of laborers, but principally on account of the overflows of the river. Arrangements have now been made to increase the track force and place gravel trains upon the road, intending to have it in good order during the summer.

The buildings and side tracks at Gouldsboro', opposite New Orleans, are sufficient in number and size for the present business. There is a large and well-arranged brick freight house, with abundant side tracks, upon the New Orleans side. The inclines upon each side of the river and the iron transfer boat are very well built and kept in good order.

The Westwego branch, of one mile length, terminates upon the river at a very favorable point for transferring freight to the upper part of the city, and also for making a very direct passenger line through the city, avoiding the crowded levee; this may soon become necessary on account of the increasing amount of business coming upon it, which will materially interfere with the passenger traffic.

It is understood that the right of way has been obtained through the necessary streets to reach property in the city which has been secured for the joint use of all the railways, as a union passenger depot. As this property is located away from the crowded levee, and near the hotels and residences, beside requiring very little additional track to reach it from the present passenger stations, it is expected that the rail-

way companies may soon agree to make this very desirable improvement, so beneficial to their customers, and of such decided advantage to their own interests.

The whole line from Shreveport to New Orleans was opened for business in October, 1882, and since that time has been damaged very greatly by floods, but it will probably be fully repaired before the end of this summer, and when the Atchafalaya bridge is completed will be enabled to carry economically the very large business that properly belongs to the road, but has been temporarily diverted.

Many thanks are due to the president, superintendent, and officers of this road for the attention and courtesies rendered during this examination.

INTERNATIONAL AND GREAT NORTHERN RAILROAD.

The portion of this road from San Antonio to Laredo, Tex., was passed over in June, 1883; the distance is 154 miles. The road is very well built; the track is being well ballasted and put in excellent condition.

The station buildings and grounds at San Antonio are of ample extent and well arranged. There is a very good passenger-house, a large freight-house, engine-house of five stalls, car-house, small repair-shop, and a very good elevated coal-chute.

The Galveston, Houston and Henderson Railroad, from Houston to Galveston, 50 miles, is leased by this company, and in that way comes under the control of the Missouri Pacific Railway. This gives an excellent connection with one of the best ports upon the Gulf of Mexico. The road-bed and track is being considerably improved since it came under the control of its present managers.

ATLANTIC AND PACIFIC RAILROAD.

Inspection was made in June, 1883. The general offices and principal shops are at Albuquerque, N. Mex. The track of the Atchison, Topeka and Santa Fé Railroad is used jointly between this place and Isleta Junction, 12.7 miles. The portion now completed extends from Isleta Junction to the Colorado River, a distance of 559.3 miles. At this point a connection is to be made with the Colorado division of the Southern Pacific Railroad by a temporary pile bridge, 1,665 feet long and 11 feet above high water, which was finished during the month of August.

The road-bed and all the structures have been well built, and the track has been kept in very good line and surface for a road so recently built. The maximum grade for west-bound traffic is 75 feet per mile, of which there are 8.3 miles between Pineveta and Crookton. The maximum of east-bound traffic is 95 feet per mile, except upon one short plane between Supai and Fairview, where 137.28 feet per mile is used, which will require an assisting engine. The grades in the valley of the Rio Puerco are very uniform, being generally 28 feet per mile, and not exceeding 35 feet; and for nearly 300 miles west from Albuquerque the maximum is only 52.8 feet, which may be considered remarkably favorable for economical operation.

The rails are of American steel, except about two miles of side and spur tracks that have iron rails; the weight is 56 pounds per yard, and the joint fastenings are of improved angle bars.

The switches are of the stub pattern; rail frogs are exclusively used. Cross-ties are made of the native pine, no other kind of timber being obtainable along the line. The dimensions are 8 feet long, 6 inches face, and 6 inches thick, laid 2,816 per mile. The track is filled from the adjoining earth; only 23 miles have been graveled, and 10 miles ballasted with ciuder, and it is now in very good condition.

The alignment of the road is very good, 84 per cent. of it being straight line, and the maximum curve being 10°.

The truss bridges are of iron, 6 in number, and of total length 2,213 feet. Trestle and pile bridges are 724 in number; total length, 38,490 feet; these are well built and in good condition. There is only one tunnel upon the line; this is at Johnson's Cañon, and is only 330 feet long. The telegraph line is completed, with all necessary offices and instruments.

There are twenty-three water-tanks upon the road, mostly of 49,000 gallons capacity; one water-tank of 36,000 gallons is supplied by gravity, three tanks are supplied by wind-mills, and fifteen tanks are furnished by steam pumps; four temporary tanks are in use, and water is still hauled by train for locomotive and other uses. It has been very difficult to obtain a sufficient supply of water upon some parts of the road, as for instance at Peach Spring, where the water is pumped through 4 miles of pipe over an elevation of nearly 700 feet, affording about 5,000 gallons per hour, but it is believed that a fair supply has now been secured at all necessary points, which may be sufficient for several years.

The houses at Albuquerque station are very well built and conveniently arranged; that for the general offices is made of adobe, two stories in height, and very nicely finished throughout. The engine-house is built of stone, has twelve stalls and wrought-iron turn-table. The machine shop is also built of stone and contains a moderate quantity of very good machinery. The smith shop is also of stone and is very well equipped; the car shop is of wood.

At Coolidge there is an engine house of six stalls, with a wrought-iron turn-table and a blacksmith shop. At Winslow the engine house has nine stalls and there is a good frame smith shop and a wrought-iron turn-table. The company has also four iron tables now ready to be put up when required. There are thirty section-houses and fifty-two tool houses for the track department, all in very good condition. There are nine passenger and freight houses combined, also eight smaller buildings used as freight and telegraph offices. These are very neatly arranged and well built.

The equipment consists of sixteen passenger engines with four drivers, all having air-brakes; eleven freight and yard engines with four drivers, one freight engine with 6 drivers, and nineteen with eight drivers. The weight of lightest engine without tender is 23 tons; the heaviest engine without tender weighs 65 tons, and with tender, water, &c., 100 tons. There are now upon the road sixteen cars for passengers, baggage, express, and mail, all fitted with air-brakes; also 1,248 freight cars of all kinds, the capacity of the largest being 15 tons; there are one hundred and fifty-eight cars of various kinds used in the track repairs. The equipment is excellent, and is kept in very good condition.

The coal beds from which the company now obtains its supply, are between Wingate and Defiance, extending about 14 miles east and west, and 20 miles northward in the Rio Puerco Valley; the quality is sufficiently good for locomotive use, and the mines when more fully opened will probably furnish considerable transportation to the railroad.

Mileage, Albuquerque to San Francisco :

	Miles.
Albuquerque to east end of Colorado River Bridge.....	572.0
East end of bridge to junction with Southern Pacific Railroad.....	.3
Junction with Southern Pacific Railroad to "Needles" station.....	2.4
Needles to Mojave, Southern Pacific Railroad.....	240.1
Mojave to San Francisco, Southern Pacific Railroad.....	382.0
Total	1,196.8

The whole line was opened for through business in connection with the Southern Pacific, the Atchison, Topeka and Santa Fé, and the Saint Louis and San Francisco, October 21, 1883.

CALIFORNIA SOUTHERN.

This road extends from Colton, Cal., where it connects with the Southern Pacific Railroad, to San Diego and National City, a distance of 126.86 miles. It has been constructed by Boston capitalists, and is not aided by the United States. The road passes through a well-cultivated district from Colton to beyond Riverside; thence passing over the summit into the valleys of the San Jacinto and the Santa Margarita, where the elevated plains and cañons give some very fine scenery. Near San Luis Rey it reaches the shore of the Pacific Ocean, near which its course lies to San Diego and National City. The road is fairly constructed, having a good track laid with 56-pound steel rails. The terminal buildings at National City are well located; they consist of a foundry, car-shop, engine-house, smith-shop, and machine shop built of wood; also very good buildings for passenger and freight business and for offices. The transfer of business with coast steamers is made at San Diego.

STANDARD TIME FOR RAILWAYS.

The general time convention which was held at Chicago in October, 1883, resolved to adopt five standards of time for the entire railway system of the United States and the adjoining British dominions, viz, that of the 60th meridian west from Greenwich, applicable to the British provinces east of the State of Maine; 75th meridian for the New England States, New York, Pennsylvania, Maryland, Virginia, and the Carolinas; 90th meridian for the Mississippi Valley; 105th for the Denver or "Mountain division," 120th for the Pacific coast.

The 75th degree and 90th degree time will be used by nearly 90 per cent. of the present railway system. That such a division of time is very urgently demanded scarcely admits of a doubt, for there have been no less than 54 different standards in use, and upon the Northern Pacific alone eight different standards have been used between Saint Paul and Portland.

It is proposed to put the new system into general use upon the 18th day of November, and it will probably be adopted by nearly all the railways before the end of that month, as it has received the indorsement of the majority of them, and has been strongly recommended by many scientific men, as well as the business men of the country generally.

A change in the numbering of the hours, avoiding duplicate numbers and dispensing with the troublesome "a. m." and "p. m." has been made by some of the leading railways and is likely to grow in public favor, as it renders the computation of time very much simpler.

UNIFORM SIGNALS.

This matter has been ably discussed in the railway conventions, and a full report made to the convention of 1883, recommending the use of a uniform code. Definite action will probably be taken soon upon this important matter, which has been advocated strongly by prominent railway officers, and also has been urged by this Bureau in the annual report for 1882.

CONCLUSION.

The great increase of new railways within a few years has developed a strong tendency in the managers to build more permanently in many respects. Steel rails are rapidly replacing iron; wooden truss-bridges are now quite generally renewed by iron and steel structures of much greater strength; many improvements are made in cars and locomotives; the tracks and road-bed also are kept in much better order, for upon their condition depends to a great extent the ability to keep operating expenses within the proper limit, while at the same time better accommodations are given to the customers of the roads, and it is very evident that the general physical condition of the roads is much improved, while many of them are so well kept as to leave but little more to be desired. Judging from the work already completed since January 1, 1883, and the new lines still in progress, the total mileage is likely to exceed 120,000 at the close of this year.

I take pleasure in acknowledging the uniform courtesy shown by the officers of all the roads over which I have passed while making this examination.

Respectfully,

THOS. HASSARD,
Railroad Engineer.

Hon. WM. H. ARMSTRONG,
Commissioner of Railroads.

APPENDIXES.

APPENDIX 1.

TRANSCONTINENTAL RAILROADS.

HISTORY OF CONSTRUCTION.

RAILROAD GRANT ACTS.

On March 2, 1827, Congress granted to the State of Illinois certain lands to aid in the construction of a canal "to connect the waters of Illinois and Lake Michigan." (4 Stat., 284.)

March 2, 1833, Congress authorized the above grant to be diverted, and a railroad constructed with the proceeds of said lands. This was the first Congressional enactment providing for a land grant in aid of a railroad, but was not utilized by the State. (4 Stat., 662.)

¶ The first right of way (30 feet on each side of its line) through the public lands for a railroad, with use of timber within 300 feet on either side, and 10 acres of land at terminus, was granted to a Florida company March 3, 1835. (4 Stat., 778.)

On July 2, 1836, the right of way through the public lands was granted to the New Orleans and Nashville Railroad Company, and in this act first appears the requirement to file a description of the route and surveys in the General Land Office. Some additional privileges were granted, and a limitation was imposed, requiring the company to begin the construction within two years, and to complete it within eight years, and in case of non-compliance with these provisions the grant to be forfeited. (5 Stat., 65.)

The first important railroad act was that of September 20, 1850: "An act granting the right of way and making a grant of land to the States of Illinois, Mississippi, and Alabama, in aid of the construction of a railroad from Chicago to Mobile." (9 Stat., 466.)

This grant gave the State of Illinois alternate sections of land (even-numbered) for six sections in width on either side of the road and branches, being a grant of specific sections.

The second section initiated the "indemnity" practice, or the granting of lands to the company in lieu of lands within the original grant occupied by legal settlers at the time of the definite location of the route, to be taken within 15 miles of the road, and attached to the grant a limitation upon their disposition.

The third section provided that the lands of the United States within the grant limits should not be sold at less than double minimum price, being an increase of the price of lands from \$1.25 to \$2.50 per acre, or from single to double minimum. It provided for a forfeiture of the grant, with payment to the United States, by the State, for lands sold, in case of failure to construct the road within a certain fixed time. Unsold lands were to revert to the public domain, and purchasers from the State to have good title. This was providing for default and reversion there-

after. The road was to be a public highway, to be used by the Government free of toll or other charges, and the mails were to be carried at prices fixed by Congress. This act extended like terms and conditions to the States of Alabama and Mississippi in aid of the Mobile and Ohio road, which was to connect with the Illinois Central and branches, all of which roads are now established.

The Hannibal and Saint Joseph and Missouri Pacific Railroads were the roads built under the act of June 10, 1852: "An act granting the right of way to the State of Missouri, and a portion of the public lands, to aid in the construction of certain railroads in that State." (10 Stat., 8.) This act contained two features in addition to the main provisions of the Illinois grant, viz: a plan of disposition of the lands granted, and a clause directing the Secretary of the Interior to offer at public sales, at periods, at double minimum price, the reserved Government sections. The provisions of the Illinois bill requiring the States to reimburse the Government for lands sold, in case of default, were not in the Missouri act; and in the Arkansas act of February 9, 1853 (10 Stat., 155), the section to "offer" the reserved lands was omitted.

June 29, 1854, a grant was made to the Territory of Minnesota for the purpose of aiding the construction of a railroad from the southern line to the eastern line of the Territory. (10 Stat., 302.) This act was very different from any yet passed. It was an unusual thing to make a grant to a Territory. Its provisions were more full and definite, and selections under authority and supervision of the Interior Department was ordered. This act was repealed by act of August 4, 1854. (10 Stat., 575.) The Supreme Court of the United States sustained the repealing statute and this grant became forfeited. (*Rice vs. Minnesota and Northwestern Railroad*, 1 Black, U. S. R., 358.)

The series of grants to Iowa and other States in 1856 (11 Stat., 9, 15, 17, 18, 20, 21, 30), and the Minnesota act of 1857 (11 Stat., 195) were in form and substance similar to the Missouri grants of June 10, 1852.

CAUSES WHICH LED TO THE BUILDING OF THE PACIFIC ROADS.

As early as 1838 a public meeting was held at Dubuque, Iowa, for the purpose of expressing opinions favorable to the construction of a railroad to the Pacific coast. Public attention was again directed to it, and interest revived about the time of the settlement of the Northeastern boundary question by the Webster-Ashburton treaty of 1842.

In 1845 Senator Douglas proposed a grant of alternate sections of land to the States of Ohio, Indiana, Illinois, and Iowa, to aid in the construction of a railroad from Lake Erie, via Chicago and Rock Island, to the Missouri River, and prepared a bill (upon which he issued an address to his constituency) to organize the Territory of Nebraska, extending from the Missouri River westward, &c., as well as a bill to organize the Territory of Oregon, from the summit of the Rocky Mountains to the Pacific Ocean, and to reserve to each of said Territories the alternate sections of land for 40 miles on each side of a line of railroad, from a point on the Missouri River where the Lake Erie road should cross the same, and thence to the navigable waters of the Pacific, in the Territory of Oregon, or on the bay of San Francisco, in the event that California should be annexed in time.

After the admission of California into the Union in 1850, and up to 1862, a host of measures were proposed in Congress for a railroad to the Pacific Ocean, and frequent reports were made by a select committee in each House. The main provisions of the bills reported favor-

ably were that Congress should make an appropriation of lands, varying in the different bills from fifteen to forty sections per mile, from the Missouri River to the Pacific Ocean, and providing that the President of the United States should receive sealed proposals from contractors for the construction of the road; contractors to construct at their own expense, and own it when constructed; the United States to make conveyance of the lands granted as fast as the road should be completed through the same. The Government was to make a contract in advance for the transportation of the mails, Army and Navy supplies, and all other freight for the Government to be determined by bids. These bids were to be received on the following points: First, within how short a time will the contractors complete the road? Second, at what rate per annum will the contractors carry the mails and Government freights for a period of twenty years from the date of the completion of the road?

When all bids were received the President, in the presence of the Cabinet and other persons, was to open the bids and assign the contracts to those contractors whose bids should be most favorable to the interests of the United States, having in view the shortness of time for completion and the cheapness of transportation upon it.

During the years 1853 to 1856, in accordance with the act of March 3, 1853 (10 Stat., 219), the Government of the United States, under the War Department, organized and executed a series of surveys and explorations from the Mississippi River westward to the Pacific Ocean, for ascertaining the most practicable and economical railroad route to the Pacific Ocean. The report reviewed the resources and prospects of the following routes: The extreme northern route (Stevens's) between the forty-seventh and forty-ninth parallels, north latitude; the route of the forty-first parallel (Mormon route); the route of the thirty-eighth parallel (Benton's great central or Buffalo Trail route); the route of the thirty-fifth parallel (Rusk's route); and the route of the thirty-second parallel (El Paso and Gila to the Pacific) through the Gadsden Purchase.

Pending the campaign of 1856 mass meetings were held and legislatures petitioned, so strong was the popular desire to have Congress take some definite steps to promote the building of a railroad across the continent.

Both the Republican and Democratic parties adopted resolutions in their conventions of 1856, and again in 1860, pledging themselves in support of it.

The Presidential candidates favored it in their speeches, and Presidents Pierce, Buchanan, and Lincoln, in their messages to Congress, recommended legislative aid. (H. R. Ex. Doc. 47, Forty-sixth Congress, third session.)

All these forces bearing upon Congress led to the enactment of a law, July 1, 1862, entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes." (12 Stat., 489.) This was the charter act of the Union Pacific Railroad Company, and conferred certain privileges, and made grants to several other railroad companies then existing under State charters. It provided for the appointment of two directors on the part of the Government by the President of the United States, who were to act with the directors of the company. (The act of July 2, 1864, increased the number of Government directors to five.)

This act empowered the Union Pacific Railroad Company "to lay out, locate, construct, furnish, maintain, and enjoy a continuous rail-

road and telegraph, with the appurtenances, from a point on the one hundredth meridian of longitude west from Greenwich, between the south margin of the valley of the Republican River and the north margin of the valley of the Platte River, in the Territory of Nebraska, to the western boundary of Nevada Territory," subject to the terms of the act. At the western boundary of Nevada it was to meet and connect with the line of the Central Pacific Railroad Company of California, a corporation then existing under the laws of that State, which by this act was authorized to construct a railroad and telegraph line from the Pacific coast at or near San Francisco, or the navigable waters of the Sacramento River to the eastern boundary of the State of California, upon the same terms and conditions in all respects as were provided for the Union Pacific Railroad Company, and it was further provided that the Central Pacific Railroad Company of California, after completing its line to the eastern boundary of California, should continue constructing eastward until it should meet and connect with the Union Pacific, and the whole line of railroad from the Missouri River to the Pacific Ocean was completed.

Right of way was granted through the public lands to the extent of 200 feet in width on each side of the track, and a grant of land to the amount of five (increased to ten by act of 1864) alternate sections per mile on each side of the road within the limits of 10 (increased to 20) miles on each side of the road, not sold, reserved, or otherwise disposed of by the United States at the time of the definite location of the line. All mineral lands were excepted from the operation of this act.

Upon the completion of each 40 consecutive miles of railroad, and the presentation of a statement to that effect, verified on oath, by the president of the company to the President of the United States, he was to appoint three commissioners to examine the same, and upon their certificate that such section was properly constructed, patents to the granted lands within said section were to be issued. (The act of 1864 changed this to sections of 20 miles in length.)

It also provided for a Government subsidy in bonds equal to \$16,000 per mile for that portion of the line between the Missouri River and the base of the Rocky Mountains; \$48,000 per mile for the distance of 150 miles through the mountain range; \$32,000 per mile for the distance intermediate between the Rocky and Sierra Nevada ranges, and \$48,000 per mile for a distance of 150 miles through the latter range of mountains.

These bonds were of value \$1,000 each, payable thirty years after date, bearing interest at the rate of 6 per cent. per annum, payable semi-annually, and were in the nature of a loan of credit by the United States, and were made a first-mortgage lien on the whole line of railroad and telegraph and all its appurtenances, but by section 10 of the act of 1864 they were made a second mortgage or subordinate lien to bonds of the same tenor and amount which the respective companies were authorized to issue. The companies were to pay these bonds at maturity, but in the mean time all compensation for services rendered for the Government was to be withheld by it and applied to the payment of said bonds and interest, and in addition thereto they were required to pay a sum equal to five per centum of the annual net earnings of said roads. It has since been held that the Government is only entitled to withhold compensation for services rendered on the aided portions of the road. *United States vs. Kansas Pacific Railway* (99 U. S. R., 455), *Union Pacific cases* (16 C. Cls., 353), and Treasury Circular No. 83, dated July 27, 1883.

This act was amended May 7, 1878, by what is generally known as the "Thurman act" (20 Stat., 56), which also provides in section 2 that the whole amount of compensation for services rendered shall be withheld. Section 3 provides that there shall be established in the Treasury of the United States a sinking fund, which shall be invested by the Secretary of the Treasury in bonds of the United States. Moneys withheld under section 2 are not applied as in ordinary cases, first to extinguishment of interest, but under section 4 are credited to the companies respectively—one-half of the amount of transportation retained and 5 per cent. of net earnings to the bond and interest account, and the remainder of 25 per cent. of net earnings to the sinking fund, the difference being that that which is credited on bond and interest account bears no interest, and that which is invested in the sinking fund earns for the companies the interest of its investment until the maturity of the bonds, when the whole accumulated fund will be applied toward the payment of the debt.

If, however, at any time the Secretary of the Treasury was satisfied that the remainder or 75 per cent. of their net earnings was insufficient to pay the interest for that year upon the obligations of either company existing as a paramount lien to that of the United States, and that said interest had been paid out of such net earnings, it was made his duty to remit so much of the 25 per cent. as had been applied to the payment of such interest. If either company defaulted in the payments required by this act it was prohibited from declaring any dividend until such payments were made.

This sinking fund is held by the Government for the protection and security of its own interests, and those of the lawful holders of any lien paramount to its own. (For the condition of the bond and interest, and sinking fund accounts June 30, 1883, see pages 7 and 12 of this report.)

THE UNION-CENTRAL ROUTE.

(Omaha, Nebr., via Ogden, Utah, to San Francisco, Cal., 1,867 miles.)

THE UNION PACIFIC RAILROAD.

(Omaha, Nebr., to Ogden, Utah, 1,033 miles.)

The act of July 1, 1862, incorporating the Union Pacific Railroad Company, was formally accepted by the directors September 2, 1862, and acceptance filed in the Department of the Interior June 26, 1863.

Construction.—The chief engineer of the road, in his report to the president of the company, December 1, 1869, says: "In 1863 and 1864 surveys were inaugurated, but in 1866 the country was systematically occupied, and day and night, summer and winter, the explorations were pushed forward through dangers and hardships that very few at this date appreciate. As every mile had to be run within the range of the musket, there was not a moment's security.

"In making the surveys numbers of our men, some of the ablest and most promising, were killed, and during the construction our stock was run off by the hundreds—I might add by the thousands. Each day taught us lessons by which we profited the next, and our advances and improvements in the art of railway construction were marked by the progress of the work; 40 miles of track having been laid in 1865; 260 in 1866; 240 in 1867, including the ascent to the summit of the Rocky

Mountains, at an elevation of 8,235 feet above the ocean; and during 1868, and to May 10, 1869, 555 miles" (were built), "all exclusive of side and temporary tracks, of which over 180 miles were built in addition.

"The first grading was done in the autumn of 1864, and the first rail laid in July, 1865. * * * All the material and supplies for construction had to be transported hundreds and thousands of miles by teams, or at best by steamboats."

He says, further, that the lack of confidence in the project, even in the localities to be the most benefited, was so great that laborers demanded their pay in advance before they would perform a day's work.

The map showing the definite location of the first 100 miles of road was filed in the General Land Office October 24, 1864. It was amended December 14, 1864.

The map showing the location of the last or thirteenth hundred miles west from Omaha was filed January 8, 1869.

Maps showing location of routes between Promontory Summit and Monument Point, Utah, were filed May 10, 1869.

The dates of acceptance of completed sections by the President are as follows:

Omaha to 40th mile-post, 40 miles, January 24, 1866.	620th to 640th mile-post, 20 miles, July 21, 1868.
40th to 65th mile-post, 25 miles, May 1, 1866.	640th to 660th mile-post, 20 miles, July 23, 1868.
65th to 105th mile-post, 40 miles, June 25, 1866.	660th to 680th mile-post, 20 miles, July 23, 1868.
105th to 125th mile-post, 20 miles, July 12, 1866.	680th to 700th mile-post, 20 miles, August 8, 1868.
125th to 160th mile-post, 35 miles, August 8, 1866.	700th to 720th mile-post, 20 miles, August 27, 1868.
160th to 205th mile-post, 45 miles, September 8, 1866.	720th to 740th mile-post, 20 miles, September 5, 1868.
205th to 240th mile-post, 35 miles, October 12, 1866.	740th to 760th mile-post, 20 miles, September 5, 1868.
240th to 270th mile-post, 30 miles, November 6, 1866.	760th to 780th mile-post, 20 miles, September 28, 1868.
270th to 305th mile-post, 35 miles, January 2, 1867.	780th to 800th mile-post, 20 miles, October 21, 1868.
305th to 345th mile-post, 40 miles, June 10, 1867.	800th to 820th mile-post, 20 miles, November 19, 1868.
345th to 385th mile-post, 40 miles, July 5, 1867.	820th to 860th mile-post, 40 miles, December 5, 1868.
385th to 420th mile-post, 35 miles, August 27, 1867.	860th to 880th mile-post, 20 miles, December 12, 1868.
420th to 455th mile-post, 35 miles, October 1, 1867.	880th to 900th mile-post, 20 miles, December 16, 1868.
455th to 490th mile-post, 35 miles, November 4, 1867.	900th to 920th mile-post, 20 miles, December 23, 1868.
490th to 510th mile-post, 20 miles, December 11, 1867.	920th to 940th mile-post, 20 miles, December 23, 1868.
510th to 540th mile-post, 30 miles, January 25, 1868.	940th to 960th mile-post, 20 miles, January 28, 1869.
540th to 560th mile-post, 20 miles, May 25, 1868.	960th to 980th mile-post, 20 miles, February 9, 1869.
560th to 590th mile-post, 20 miles, May 16, 1868.	980th to 1,000th mile-post, 20 miles, February 9, 1869.
590th to 600th mile-post, 20 miles, June 12, 1868.	1,000th to 1,085.88th mile-post, 85.88 miles, July 15, 1869.
600th to 620th mile-post, 20 miles, June 16, 1868.	

By a joint resolution of April 10, 1869 (16 Stat., 56), it was provided that the common terminus of the Union and Central Pacific Railroads should be at or near Ogden, Utah, and that the Union Pacific Railroad

Company should build, and the Central Pacific Company pay for and own, the road from Promontory Summit, 53 miles west from Ogden, from which place said roads should form one continuous line.

The number of miles of road constructed and accepted during each governmental fiscal year is as follows:

Year ending June 30, 1866.....	105
Year ending June 30, 1867.....	240
Year ending June 30, 1868.....	275
Year ending June 30, 1869.....	380
Year ending June 30, 1870.....	25.88

Up to April, 1867, the road was run by the contractors for the line. Since that time it has been run by the company.

The Union Pacific Railroad Company, the Kansas Pacific Railway Company, and the Denver Pacific Railway and Telegraph Company were consolidated January 24, 1880, and formed the

UNION PACIFIC RAILWAY COMPANY.

The number of miles of railroad acquired by this consolidation was as follows:

Council Bluffs to Ogden (including Omaha bridge and approaches)	1,037.4
Ogden to junction with Central Pacific	5
Kansas City to Denver	638.5
Denver to Cheyenne	106
Leavenworth to Lawrence	34

Total..... 1,820.9

The total number of miles of road owned and operated in the interests of the company on December 31, 1882, was 2,872. The average number operated during that year was 2,484. (See table on page 27 of this report.)

Union Pacific Railroad Company.—The length of road subsidized is 1,038.68, miles, upon which the United States issued bonds to the amount of \$27,236,512. The total amount of land covered by the grant was 13,384,089 acres, of which 1,954,523.08 had been certified or patented up to June 30, 1883. The General Land Office estimates the amount of land to be obtained by the company, after deducting that disposed of by the United States previous to the definite location of the road, to be about 12,000,000 acres. The location of the lands may be generally stated as follows: 4,800,000 acres in Nebraska, 4,600,000 acres in Wyoming, 700,000 acres in Colorado, and 1,100,000 acres in Utah, of which it may be said that 3,500,000 acres are agricultural lands, 4,000,000 acres are grazing lands, and 3,700,000 acres desert or waste.

Kansas Pacific Railway Company.—This company, originally known as the Leavenworth, Pawnee and Western Railroad Company, and afterwards as the Union Pacific Railway Company, Eastern Division, was chartered by the Territory of Kansas February 1, 1855, and received from the United States, under the Pacific Railroad act before referred to, a grant of bonds and land to aid in the construction of its railroad and telegraph line. The grant of bonds was \$16,000 per mile for 393.9425 miles of its line, or from Kansas City, Mo., to a point between Monument and Gopher Stations, Kans., amounting to \$6,300,000. The land grant was twenty sections, or 12,800 acres, to the mile for a distance of 638.6 miles, or from Kansas City, Mo., to Denver, Colo. The total number of acres covered by the grant is 8,174,000, of which 963,714.03 acres had been certified or patented up to June 30, 1883. Deducting the

amount disposed of by the United States previous to the location of the road, the General Land Office's estimate of the lands this company will receive is about 6,000,000 acres, located about as follows: 2,600,000 acres in Colorado, and the rest in Kansas; of this, say one-third are grazing lands and two-thirds agricultural.

Denver Pacific Railway and Telegraph Company.—This company was incorporated November 19, 1867, under the general laws of the Territory of Colorado relating to corporations, and was organized December 14, 1867, with a Board of Trustees. The first annual meeting of stockholders was held on December 14, 1868, when permanent officers were elected.

By the act of Congress approved March 3, 1869 (15 Stat., 324), the Union Pacific Railway Company, Eastern Division, was authorized to transfer to the Denver Pacific Railway and Telegraph Company all the rights and privileges, subject to all the obligations, pertaining to that part of its line of railroad and telegraph between Denver City and Cheyenne. Under this law the company obtained its land grant of twenty sections, or 12,800 acres per mile.

The length of road constructed is 105.89 miles, which entitles the company to 1,355,292 acres of land; but the General Land Office estimates the grant which the company will eventually receive as 1,100,000 acres, of which 164,751.51 had been certified or patented up to June 30, 1883. All these lands are "agricultural," and located in Colorado.

A thorough examination of the property and accounts of the Union Pacific Railway Company was made this summer, a report of which will be found in detail on pages 21 to 36, inclusive.

THE CENTRAL PACIFIC RAILROAD.

(San Francisco, Cal., to Ogden, Utah, via Benicia, 834 miles; old route, via Niles and Lathrop, 895 miles.)

The Central Pacific Railroad of California was organized June 28, 1861, under the general railroad law of California, with authority to construct a railroad from Sacramento to the eastern boundary of the State.

The conditions of the Congressional act of July 1, 1862, were formally accepted by the company October 7, 1862, and acceptance filed in the Department of the Interior December 24, 1862.

Construction.—The work of construction was commenced in February, 1863, and by January 31, 1865, the road was opened from Sacramento to New Castle, 31 miles; to Colfax, 56 miles, September 4, 1865; to Cisco, 94 miles, November 9, 1866; and to the eastern boundary of the State, 138 miles, by November 14, 1867. In 1868, 362 miles were constructed, and the line opened to a junction with the Union Pacific near Ogden, Utah, May 15, 1869.

The Sierra Nevada Mountains are crossed at an elevation of 7,042 feet above the sea level. It is characteristic of all rivers draining the western slope of the Sierra that they run in deep and tortuous cañons, impracticable for railroads. It is equally difficult to cross them at right angles. These physical features compelled the company to follow the ridges or divides between the rivers. Upon these a favorable line was found, involving no grade over 116 feet to the mile, and this for about $3\frac{1}{2}$ miles. From the summit of the Sierra eastward to the lowest point on the line in the great basin, near the sink of the Humboldt, the descent is 3,110 feet, distributed over 115 miles. Upon either face of the

Sierra for 163 miles the line is either level or ascends uniformly. The eastern slope of the Sierra is much more gentle than the western. After the valley of the Truckee River is reached, at a distance of about 8 miles from the summit, the average descent is about 30 feet to the mile. From the lowest point in the Great Basin, which is elevated 3,952 feet above the sea, the line ascends in a distance of 300 miles to an elevation of 6,225 feet, at a point a little east of the Humboldt Wells. The ascent of 2,273 feet is very uniformly distributed. From this second summit the line descends by pretty uniform gradients 1,935 feet into Salt Lake Valley, in a distance of 120 miles. The difference between the lowest point on the line in the valley of the Humboldt and the lowest point near Salt Lake is 348 feet. The distance between the two is 420 miles. (See Poor's Railroad Manual.)

The first map of definite location of this road, "from Sacramento, Cal., to a point 50 miles east thereof," was filed in the General Land Office October 20, 1864, and the last one, "from Monument Point to Echo Summit, head of Echo Cañon, Utah," was filed October 20, 1868.

Maps of construction have been filed, with affidavits of the chief engineer of the company, bearing the dates following:

Sacramento, Cal., to the 31st mile-post, October 19, 1865, and from the—

31st to 74th mile-post, September 28, 1866.	410th to 430th mile-post, November 13, 1868.
74th to 94th mile-post, October 1, 1867.	430th to 450th mile-post, December 28, 1868.
94th to 114th mile-post, June 16, 1868.	450th to 470th mile-post, December 24, 1868.
114th to 138th mile-post, November 14, 1867.	470th to 490th mile-post, January 8, 1869.
138th to 158th mile-post, May 2, 1868.	490th to 510th mile-post, January 28, 1869.
158th to 178th mile-post, July 2, 1868.	510th to 530th mile-post, February 6, 1869.
178th to 215th mile-post, July 28, 1868.	530th to 550th mile-post, February 16, 1869.
215th to 255th mile-post, August 8, 1868.	550th to 570th mile-post, March 12, 1869.
255th to 290th mile-post, August 29, 1868.	570th to 610th mile-post, March 30, 1869.
290th to 310th mile-post, September 7, 1868.	610th to 630th mile-post, April 5, 1869.
310th to 330th mile-post, September 10, 1868.	630th to 650th mile-post, April 13, 1869.
330th to 350th mile-post, September 26, 1868.	650th to 670th mile-post, April 28, 1869.
350th to 370th mile-post, October 16, 1868.	670th to 690.3th mile-post, May 6, 1869.
370th to 390th mile-post, October 16, 1868.	
390th to 410th mile-post, November 12, 1868.	

From the 690.3th mile-post to Ogden, Utah, the road was constructed by the Union Pacific Railroad Company.

The number of miles constructed during each fiscal year was as follows:

Year ending June 30, 1866	31
Year ending June 30, 1867	43
Year ending June 30, 1868	84
Year ending June 30, 1869	532.3

Total 690.3

On June 23, 1870, the Central Pacific Railroad Company of California and the Western Pacific Railroad Company were consolidated under the name of the Central Pacific Railroad Company.

The number of miles acquired by this consolidation was:

Junction with Union Pacific to Sacramento	737.50
Brighton, Cal., to San José, Cal	123.16

Total 860.66

Central Pacific Railroad.—The length of road subsidized is 737.5 miles, upon which the United States issued bonds to the amount of \$25,885,120.

The total amount of land covered by the grant was 9,440,000 acres, of which 780,879.40 had been certified or patented up to June 30, 1883. The Land Office estimates the amount as disposed of previous to the location of this road as 1,440,000 acres, which would leave 8,000,000 to be obtained by the company under this grant. Most of the lands remaining and not patented to the company lie in the desert country between Salt Lake and the Sierra Nevada Mountains.

The Western Pacific Railroad.—This company was organized December 13, 1862, under the laws of the State of California. The length of road subsidized by the Pacific Railroad act is 123.16 miles, upon which the United States issued bonds to the amount of \$1,970,560. The land grant was 12,800 acres to the mile, or 1,576,448 acres for the whole line, had none lying within the Territory been previously disposed of. The amount that may be obtained by the company, as estimated by the General Land Office, is 1,100,000 acres, of which 446,230.65 had been certified or patented up to June 30, 1883. The Western Pacific Railroad Company had disposed of its lands prior to its consolidation with the Central Pacific.

On September 1, 1869, the Central Pacific leased 5.64 miles of road, from Sacramento to the junction of the Western Pacific at Brighton, from the Sacramento and Placerville Railroad Company, and the line was opened to San José September 15, 1869.

The San Francisco Bay Railroad Company was chartered July 25, 1868, and was consolidated with the Western Pacific Railroad Company November 2, 1869, and opened the line from Niles to San Francisco about December 1, 1869.

By leasing the line of the Sacramento and Placerville from San Francisco to Brighton, and running trains via that route, that portion of the Western Pacific subsidized line between the American River junction and Brighton, about 3 miles, was abandoned as main track, and has since been used for storing cars. On the opening of the road from Niles to San Francisco, it at once became a part of the main line, and that portion of the road from Niles to San José was thenceforth used only as a branch road. By this route the distance from Ogden to San Francisco is 895 miles.

On August 22, 1870, the following-named companies were consolidated into the Central Pacific Railroad Company:

The California and Oregon Railroad Company, a consolidation December 18, 1869, of the California and Oregon Railroad Company, organized June 30, 1865 (into which the Marysville Railroad Company, organized November 29, 1865, was consolidated January 16, 1868), and the Yuba Railroad Company, organized November 17, 1862.

The San Francisco, Oakland and Alameda Railroad Company, a consolidation June 29, 1870, of the San Francisco and Alameda Railroad Company, organized March 25, 1863 (into which the San Francisco, Alameda and Stockton Railroad Company organized December 8, 1863, was consolidated October 15, 1868), and the San Francisco and Oakland Railroad Company, organized October 21, 1861.

The San Joaquin Valley Railroad Company, organized February 5, 1868.

The number of miles of road acquired by this consolidation is as follows:

Central Pacific; San Francisco, Oakland and Alameda	906. 71
California and Oregon	151. 60
San Joaquin Valley	146. 08
Total	1, 204. 39

On July 1, 1876, the Central Pacific leased the California Pacific Railroad for thirty years, at an annual rental of \$550,000 and three-fourths of the net earnings in excess of that amount, but on January 1, 1880, the rental was changed to \$600,000 per annum. The road thus acquired included that portion between South Vallejo and Sacramento. A small part of the Northern Railway was also leased in 1876, but January 1, 1880, the Central Pacific leased 112.61 miles of the last-named road for a term of five years, at \$570,000 per annum. This lease included that portion of the road from West Oakland to Port Costa, and from Port Costa to Suisin, thus, by connection with the line leased from the California Pacific, opening a new route from San Francisco, via Benicia, to Sacramento, which was adopted as the through main line, thus shortening the distance from Ogden to San Francisco 61 miles. On January 1, 1880, the San Pablo and Tulare Railroad, from Martinez to Tracy, 47.58 miles, was leased for a period of five years.

The records of the General Land Office give as the number of acres of land certified or patented during each governmental fiscal year the following figures:

Year ending June 30, 1866	45,510.54
Year ending June 30, 1867	77,257.46
Year ending June 30, 1868	21,618.63
Year ending June 30, 1870	117,138.70
Year ending June 30, 1871	9,480.52
Year ending June 30, 1872	160
Year ending June 30, 1875	70,247.39
Year ending June 30, 1876	82.79
Year ending June 30, 1877	352,662.96
Year ending June 30, 1878	14,703.18
Year ending June 30, 1881	12,572.51
Year ending June 30, 1883	59,444.72
Total (Central Pacific proper)	780 879.40

The total number of miles of road owned and operated in the interests of the company on December 31, 1882, was 3,201.88; the average number operated during the year was 3,041.71. (See table on page 44 of this report.)

Report on the property and accounts of this company, as ascertained from the books of this office, and an inspection trip made this summer, will be found on pages 36 to 44 and 91 to 96 of this volume.

The above matter substantially completes an abstract of the history of the construction of the "Union-Central route."

THE SOUTHERN OR THIRTY-SECOND PARALLEL ROUTE.

	Miles.
San Francisco, via Marshall, Tex., to New Orleans	2,434.02
Central Pacific (leased lines)	1,276.02
Oakland to Martinez (Northern Railway)	29.75
Martinez to Tracy (San Pablo and Tulare Railroad)	47.58
Tracy to Lathrop (Western Pacific Railroad, owned by Central Pacific)	11
Lathrop to Goshen (San Joaquin Valley Railroad)	146.30
Goshen to Yuma (Southern Pacific of California)	490
Yuma to eastern boundary of Arizona, a point between Saint Simons and Stein Pass (Southern Pacific Railroad of Arizona)	384.17
Last-named point to El Paso, Tex. (Southern Pacific of New Mexico)	167.22
Texas and Pacific Railroad (operated by Missouri Pacific Railway Company), El Paso to New Orleans, via Marshall	1,158
Total	2,434.02

THE SOUTHERN PACIFIC RAILROAD.

	Miles.
Goshen, Cal., to Yuma, Ariz. (operated by Central Pacific Railroad).....	490
<hr/>	
Mileage of entire line—	
Operated by Southern Pacific Railroad:	
San Francisco to Tres Pinos	100.49
Carnadero to Soledad	60.40
Castroville Junction to Monterey	15.12
Pajaro to Santa Cruz.....	21.50
	<hr/> 197.51
Leased to Central Pacific Railroad Company:	
Huron, via Goshen, to Yuma	528.61
Los Angeles to San Pedro	24.65
Mojave to The Needles	242.50
	<hr/> 795.76
Total	<hr/> 993.27

The Southern Pacific Railroad Company was incorporated under the laws of the State of California December 2, 1865.

On October 12, 1870, articles of consolidation were entered into with the following-named roads: San Francisco and San José, chartered August 18, 1860; Santa Clara and Pajaro Valley, chartered January 8, 1868; and California Southern, chartered January 22, 1870.

The object of this new corporation was to construct and operate a line of railroad from San Francisco to a point on the Colorado River, near the southeastern boundary of California, a distance of about 722 miles, with a branch from Tehachapa Pass to the Colorado River at or near Fort Mojave, a distance of about 308 miles, and such other branches as the board of directors should decide to establish.

Section 18 of the act of Congress approved July 27, 1866, which chartered the Atlantic and Pacific Railroad Company (14 Stat., 299), authorized this company to connect with the road of that company at such point on the boundary line of the State of California as they shall deem most suitable for a railroad line to San Francisco, and to aid in this construction similar grants of land were made to the Southern Pacific Railroad Company, subject to all the conditions and limitations prescribed for the Atlantic and Pacific Railroad Company. The total land grant under this act was about 7,526,400 acres, of which 1,040,430.03 acres had been certified or patented up to June 30, 1883.

The act of Congress approved March 3, 1871, which incorporated the Texas and Pacific Railroad (16 Stat., 573), provides in section 23 "that for the purpose of connecting the Texas Pacific Railroad with the city of San Francisco, the Southern Pacific Railroad Company of California is authorized to construct a line of railroad from a point at or near Tehachapa Pass, by way of Los Angeles, to the Texas Pacific Railroad at or near the Colorado River, with the same rights, grants, and privileges, and subject to the same limitations, restrictions, and conditions, as were granted by the act of July 27, 1866, before referred to."

The grant of land under this act, being 12,800 acres per mile of road from the Colorado River at or near Fort Yuma to Mojave—346.96 miles—amounts to 4,441,088 acres, supposing none of the land to have been otherwise disposed of.

Up to June 30, 1883, 104,732.35 acres had been certified or patented to the company. The road having been constructed, it was formally accepted by the President of the United States as follows:

Sections.	Miles.	Date.
S ction 1	50	May 9, 1874
Section 2	50	Nov. 11, 1875
Section 3	50	Jan. 21, 1876
Section 4	78.59	Mar. 2, 1877
Section 5	118.37	Jan. 23, 1878
Total:.....	346.96	

The Southern Pacific Branch Railroad Company, chartered December 23, 1872, was consolidated with this road August 19, 1873, and the Los Angeles and San Pedro Railroad Company, chartered February 18, 1868, on December 14, 1874. By virtue of the consolidation the new company succeeded to all the rights, privileges, and franchises of the companies named above.

A map of the main line of road from San Francisco to the Colorado River was filed in the General Land Office January 3, 1867.

Construction.—The report of the president of the company, dated August 12, 1873, says: “When the present company was organized there were only 80 miles of road, extending from San Francisco to Gilroy, constructed and in operation.”

	Miles.
On August 12, 1873, there were	202.5
September, 1874, there were.....	278
June 30, 1875, there were.....	342
June 30, 1876, there were.....	711.57
Made up of the following lines:	
San Francisco to Tres Pinos.....	100.49
Huron, via Goshen to west bank Colorado River	528.61
Los Angeles to Wilmington.....	22.06
Carnadero to Soledad.....	60.40

The road was opened to Fort Yuma, May 5, 1877. The Sierra Nevada Range is crossed at an elevation of 3,964 feet above tide; the Sierra Madre, at Alpina, at 2,282 feet, and recrossed at San Gorgonio Pass, 2,560 feet above the sea. The Colorado Steam Navigation Company owns and runs in connection with the railroad a line of steamers to points on the Colorado River.

During the year 1877, the bridge across the Colorado River was completed, and two new corporations were organized for the purpose of forming eastern connections with this road, one under the laws of the Territory of Arizona, and the other under the laws of the Territory of New Mexico. These companies began immediately the work of construction. From Yuma east to Casa Grande, a distance of 182 miles was in operation by July, 1879; by August, 1880, the road was constructed to within 53 miles of the eastern boundary of Arizona, and March 18, 1881, to a junction with the Atchison, Topeka and Santa Fé Railroad at Deming, N. Mex. During the year it was extended to El Paso, when the same construction force was transferred to the extension east of that point, and by December 1, 1881, the Texas and Pacific track was met at Sierra Blanca, 92 miles east of El Paso. For the purpose of this sketch the Texas and Pacific Railroad will be treated of as the eastern part of this transcontinental line; but as the completion of the

road between San Antonio and El Paso, by a junction of the tracks extending west and east from those points, respectively, near the Pecos crossing, on the 15th of January, 1883, established a through line between the waters of the Gulf and those of the Pacific, via San Antonio, it may not be inappropriate to give a brief history of the

GALVESTON, HARRISBURG AND SAN ANTONIO RAILWAY.

Of this road, the first section of 80 miles, from Houston to Columbus was built under the charter of the Buffalo Bayou, Brazos and Colorado Railway. Charter amended in 1870, and road since extended under new charter. The company has a land grant of 16 sections per mile from the State of Texas, under which 1,500,000 acres have been received for the 256 miles east of San Antonio.

The Texas and New Orleans Railroad, Houston to Orange, Tex., and the Louisiana Western Railroad, Orange to Vermillionville, La., have passed under the control of parties largely interested in the Galveston, Harrisburg and San Antonio Railway, and are operated (together with the above road) as the Louisiana and Texas division of the Southern Pacific system.

Since the close of the fiscal year, Morgan's Louisiana and Texas Railroad (Vermillionville to New Orleans) has also been acquired by the same parties, and will probably be included as a part of the Southern Pacific, with its fleet of iron steamers plying to New York, Vera Cruz, and other Gulf ports. Through trains were put on the road between San Francisco and New Orleans, via Galveston, 2,495 miles, February 1, 1883. The Eagle Pass branch was completed about the same time, and since then a permanent bridge across the Rio Grande has been erected at Eagle Pass.

The Southern Pacific Railroad Company commenced work on the Mojave line in February, 1881. Under an agreement with the Atlantic and Pacific Railroad Company, it was to meet the main line of that road, then under construction from Albuquerque west, when the roads were to be operated as one line via Albuquerque, and east via the Atchison, Topeka and Santa Fé Railroad. One hundred and thirty-one and eight-hundredths miles from Mojave was constructed during that year, and by April 19, 1882, the line was completed to "The Needles," at the Colorado River, or 242.507 miles. This part of the Southern Pacific is also leased by the Central Pacific.

The records of the General Land Office show affidavits of construction of sections, from which the following is, as near as can be determined, the number of miles constructed during each fiscal year, as reported to the Department:

Year ending June 30, 1871	30.26
Year ending June 30, 1872	20
Year ending June 30, 1873	20
Year ending June 30, 1874	70
Year ending June 30, 1875	20
Year ending June 30, 1876	140
Year ending June 30, 1877	118.59
Year ending June 30, 1878	160.03
Total	578.88

The following figures show the number of acres of land that have been certified or patented under grants of July 27, 1866, and March 3,

1871, during each governmental fiscal year up to June 30, 1883, as taken from the records of the General Land Office :

Year.	Act of 1867, sec. 13, 14 Stat., 272.	Act 1871, sec. 23, 16 Stat., 573.
	<i>Acres.</i>	<i>Acres.</i>
1874.....	5,968.33	.....
1875.....	894,447.09	.....
1876.....	285,705.07	41,178.23
1877.....	22,920.48	.....
1878.....	230,540.80	.....
1879.....	11,297.78	54,315.42
1880.....	1,720.00	.....
1881.....	85,813.11	5,737.85
1882.....	.....	3,500.85
1883.....	2,519.92	.....
Total	1,040,430.03	104,732.35

TEXAS AND PACIFIC RAILROAD.

(Marshall, Tex., to San Diego, Cal., about 2,000 miles.)

The Texas Pacific Railroad Company was incorporated by an act of Congress March 3, 1871—"An act to incorporate the Texas Pacific Railroad Company and aid in the construction of its road, and for other purposes." (16 Stat., 573.) It authorized the construction of a road from a point at or near Marshall, Tex.; thence to a point at or near El Paso; thence through New Mexico and Arizona to a point on the Rio Colorado at or near the southwestern boundary of California; thence to San Diego, pursuing in the location thereof, as near as may be, the thirty-second parallel of north latitude.

The company was vested with all the powers, privileges, and immunities necessary to carry into effect the purposes of the act.

Section 8 grants a right of way through the public lands to the extent of two hundred feet in width on each side of the railroad, and grounds for stations, buildings, workshops, &c., not exceeding forty acres of land at any one point.

To aid in the construction of said road, section 9 grants every alternate odd-numbered section of public lands, not mineral, to the amount of forty sections, or 25,600 acres, per mile in the Territories, and twenty sections, or 12,800 acres, per mile in California.

Section 17 provides that the company shall commence construction simultaneously at San Diego, Cal., and at Marshall, Tex., and that at least fifty consecutive miles from each of said points shall be completed and in running order within two years after the passage of the act, and to so continue to construct each year thereafter a sufficient number of miles to secure the completion of the whole line * * * within ten years; that is, by March 3, 1881. The act of May 2, 1872, extended the time to May 2, 1882.

Section 18 of the original act provides for the appointment of a commissioner by the President of the United States to examine the various sections of twenty miles of road as completed; * * * and upon the acceptance by the President of the United States of said sections patents shall be issued to said company for the lands so earned.

By the act of Congress approved May 3, 1872, the name, style, and title was changed to "The Texas and Pacific Railway Company," and

section 17 of the act of March 3, 1871, amended so as to require that at least one hundred consecutive miles of railroad should be completed and in running order within two years after the passage of the act, that is, by May 1, 1874 (three hundred miles of road were in operation before that time). It also provides that the company shall commence construction from San Diego eastward within one year, that is, by May 1, 1873, and construct not less than ten miles before the expiration of the second year, and thereafter not less than twenty-five miles per annum in continuous line between San Diego and the Colorado River until the junction is formed with the line from the east. Little or none of the line from San Diego eastward has been constructed.

A map of the proposed route from El Paso, Tex., to San Diego, Cal., was filed in the General Land Office September 21, 1871.

In March, 1872, the Texas and Pacific Railway Company acquired by purchase and consolidation all of the franchises and property of the Southern Pacific Railroad Company, a corporation organized under the laws of Texas, and operating sixty-six miles of road between Shreveport and Longview, with a right to extend its line to El Paso. It subsequently acquired, in like manner, the charter-privileges and property of the Southern Transcontinental Railway Company, organized under the laws of Texas, with right to construct a road from the northeast boundary of the State to El Paso, and the property and franchises of the Memphis, El Paso and Pacific Railroad Company, another Texas corporation.

On August 11, 1876, the company had in operation the following number of miles of road :

	Miles.
Shreveport, La., to Fort Worth, Tex.....	221
Texarkana to Sherman	154
Marshall to Texarkana Junction.....	69
Total	444

On May 31, 1880, the number of miles of road operated was as follows, namely :

	Miles.
From Shreveport, La., to Fort Worth, Tex.....	219.69
From Texarkana to Sherman	155.12
From Marshall to Texarkana Junction.....	69.05
Total	443.86

The first section, extending from Marshall to Dallas, a distance of one hundred and forty-seven miles, was accepted by the President of the United States April 7, 1874; the second section, extending from Marshall to boundary-line between Louisiana and Texas (22.12 miles), from Marshall to Texarkana (74.23 miles), and from Shreveport to Brookston (56.18 miles), was accepted August 9, 1875. The section extending from Texarkana Junction to Brookston, and from Dallas to Fort Worth, a distance of one hundred and twenty-seven miles, was accepted March 8, 1877.

The quantity of land granted to the Texas and Pacific Railway Company is estimated at 18,000,000 acres, lying in New Mexico, Arizona, and California. No lands have been earned by construction of railroad in California or the Territories, and consequently none have yet vested in the company; but the right of way and the land grant are subject, under the provisions of section 17 of the charter act and section 5 of the

supplemental act of May 2, 1872, to such action as Congress may deem necessary to secure a speedy completion of the road.

On January 1, 1882, a junction was formed with the Southern Pacific Railroad at a point 523 miles west of Fort Worth, and on the 15th of the same month the road was opened for traffic to El Paso. Between Sierra Blanca and El Paso, 92 miles, the track is used jointly with the Galveston, Harrisburg and San Antonio Railroad. The New Orleans division was opened for through traffic on October 15, 1882, forming, in connection with the Southern Pacific, a through line from San Francisco to New Orleans.

The mileage of the Texas and Pacific Railway on June 30, 1883, was as follows:

Eastern Division :	Miles
From Shreveport to Fort Worth, via Marshall.....	219.69
From Marshall to Texarkana Junction.....	69.05
From Texarkana to Fort Worth, via Sherman.....	244.00
Rio Grande Division :	
From Fort Worth to Sierra Blanca.....	521.13
New Orleans Division :	
From Shreveport to New Orleans	328
Baton Rouge Branch	8
	<hr/> 336
Total mileage.....	1,389.87

Besides which the company operates the 92 miles of joint track between Sierra Blanca and El Paso.

(See pages 69 to 71 and 105 to 107 of this report.)

THE THIRTY-FIFTH PARALLEL ROUTE.

(Springfield, Mo., along the 35th parallel to the Pacific Ocean, about 2,000 miles.)

Route as constructed :	Miles.
Saint Louis to Halstead, Kans. (Saint Louis and San Francisco Railway)	533
Halstead to Albuquerque, N. Mex. (Atchison, Topeka and Santa Fé Railroad)...	708
Albuquerque to "The Needles" (Atlantic and Pacific Railroad).....	575
"The Needles" to—	
San Francisco (Southern Pacific Railroad operated by Central Pacific)	626
Los Angeles (Southern Pacific Railroad operated by Central Pacific)	340

THE SAINT LOUIS AND SAN FRANCISCO RAILWAY.

The Saint Louis and San Francisco Railway Company is successor to the southwest branch of the Pacific Railroad of Missouri, chartered December 25, 1852. For the construction of this branch that company received a grant of 1,621,244 acres of public lands. The State in addition loaned the company \$4,500,000 of its bonds, secured by a lien on the roads and lands. The road was opened to Kolla, 113 miles from Saint Louis, December, 1860. The company failing to pay the interest on the State bonds, its southwest branch was sold in 1866 for \$1,300,000 and conveyed to a new company formed August 17, 1866. The new company failing to comply with its contract in the matter of construction, the road was again sold in 1868 for \$300,000, to purchasers who were incorporated as the South Pacific Railroad Company, which company completed the road to Lebanon, 71 miles, in 1869; to Springfield, 56 miles, in May; and to Pierce City, 50 miles, in October, 1870. At this date the road was sold to the Atlantic and Pacific Railroad Company, char-

tered by an act of Congress July 27, 1866, and authorized to construct a railroad from Springfield, Mo., via Canadian River, Albuquerque, Aqua Frio, and Colorado Chiquito, on the thirty-fifth parallel, to the Pacific Ocean. It was by this company that the road was completed to Vinita, where a connection is made with the Missouri, Kansas and Texas Railroad, 364 miles from Saint Louis, and to Tulsa, its present terminus, 65 miles beyond Vinita. On July 1, 1872, the Atlantic and Pacific Railroad Company leased the Pacific of Missouri, to which its line once belonged, and operated the same until November, 1875, when the Atlantic and Pacific was placed in the hands of a Receiver, having made default in the payment of interest on its bonds. Failing to pay the rental to the Pacific Company, a Receiver was appointed for that company. On the 8th of September, 1876, the road and lands of the company were sold under foreclosure of its mortgage to the Saint Louis and San Francisco Railway Company, to which the property and lands of the old company were conveyed, subject to an outstanding mortgage debt of \$7,194,500, issued by the former South Pacific Railroad Company. During the year the companies owning the branch lines were consolidated, and on March 14, 1882, the roads thus consolidated were acquired by this company and consolidated with the main line. The lines thus obtained were the Arkansas Division, Plymouth, Mo., to Fort Smith, Ark., 133 miles; Saint Louis, Wichita and Western Railroad, Oswego to Wichita, Kans., 145 miles; and the Joplin branches, Galena to Girard, Kans., 47 miles. At present the business of the company between Pacific, Mo., and Saint Louis is transacted over the line of the Missouri Pacific Railway Company, 37 miles, under a contract terminating with the present year. The total mileage of this road December 31, 1882, was 724½. Total number of acres of land patented June 0, 1883, 936,169.51. (See report of inspection trip, pages 59 and 60 of this report.)

THE ATCHISON, TOPEKA AND SANTA FÉ RAILROAD.

The Atchison, Topeka and Santa Fé Railroad Company was incorporated March 3, 1863. Main line includes the Atchison and Topeka Railroad, incorporated February 11, 1859. By act of February 9, 1864, the company received lands granted to the State of Kansas for railroad purposes by Congress. The road was put in operation from Topeka to Emporia August 1, 1870. The line between Topeka and Atchison was opened May 13, 1872. The whole line between Atchison and the Colorado State line was opened December 23, 1872. The line from Topeka to Kansas City was acquired October 1, 1875. The extensions and branches are leased in perpetuity, and have been mostly built under the auspices of the lessee. Except in the case of the Florence, Eldorado and Walnut Valley, the company pays, by way of rentals, the interest on bonds of its leased lines. The New Mexico division was opened to Santa Fé February 16, 1880; to Albuquerque April 15, 1880; to San Marcial October 1, 1880; and to Deming, where the line connects with the Southern Pacific Railroad, 1,135 miles from Atchison, on March 1, 1881. The extension of this line from Rincon to the southern boundary of New Mexico was completed July 1, 1881, and the Rio Grande and El Paso Railroad (the Texas division of the same line), 20.15 miles, was completed at the same time. The Marion and McPherson extension, from Florence to Ellinwood, 98.61 miles, was completed September 1, 1881; the Florence, Eldorado and Walnut Valley Railroad, 53.59 miles, was completed to Douglas August 1, 1881; the exten-

sion from Sedgwick to Halstead, 8.89 miles, was completed December 31, 1881. In 1882 the following were completed :

Kansas City and Olathe Railroad, Waseca to Olathe	14. 10
New Mexican Railroad:	
San Antonio to San Pedro Coal Fields.....	9. 64
Las Vegas to Hot Springs	6. 34
Dillon to Blossburg	5. 93
New Mexico and Arizona Railroad, Benson Junction to Nogales, Mex. (boundary)!.	87. 78
Total	123. 79

An additional track was also laid between Kansas City and Argentine, 4.10 miles. In 1882 this company obtained absolute control of the Sonora Railway, Nogales to Guaymas, 262.41 miles. An agreement has been entered into between the Atchison Company and the Southern Pacific Company, by the terms of which the Atchison Company will run its trains, with the same rights as the Southern Pacific trains, over the Southern Pacific Road, from Deming to Benson, a distance of 174 miles.

To complete the construction of the New Mexico and Southern Pacific Railroad, 5 per cent. bonds to the amount of \$1,185,000 were issued; also \$3,743,000 5 per cents. to acquire the stock of the Kansas City, Lawrence and Southern Kansas Railroad. In February, 1881, the company also purchased the Kansas City, Burlington and Santa Fé Railroad, now operated as a branch of the Kansas City, Lawrence and Southern Kansas. The Atchison, Topeka and Santa Fé Railroad Company is equally interested with the Saint Louis and San Francisco Railway Company in the construction of the Atlantic and Pacific Railroad west of Albuquerque. A controlling proportion of the share capital of the Atlantic and Pacific Railroad provided by the terms of its organization, \$20,000,000, is held (or \$19,559,100 of the same) in trust for the joint benefit of the two companies.

During the year 1882, for convenience, the following leased roads were consolidated, viz: The Kansas City, Emporia and Southern, and Elk and Chautauqua Railroad Companies into the Kansas City, Emporia and Southern Railway Company; the Marion and McPherson, and Marion and McPherson Extension Railway Companies, and the Cowley, Sumter and Fort Smith, the Harvey County, and Wichita and Southwestern Railroad Companies into the Wichita and Southwestern Railway Company. The total mileage of the "Atchison system" December 31, 1882, was 1,820.47. (See this report, pages 56 to 59.)

At Albuquerque, N. Mex., this road connects with the

ATLANTIC AND PACIFIC RAILROAD.

The Atlantic and Pacific Railroad Company was chartered by an act of Congress approved July 27, 1866, entitled "An act granting lands to aid in the construction of a railroad and telegraph line from the States of Missouri and Arkansas to the Pacific coast." (14 Stat., 292.)

By this act the corporation was authorized and empowered to construct and enjoy "a continuous railroad and telegraph line" from Springfield, Mo., to the Pacific Ocean, across the Indian Territory, Texas, New Mexico, Arizona, and California, as a main line, and from Van Buren, Ark., to the point where the main line strikes the Canadian River in the Indian Territory, as a branch line, more particularly described in section 1 of the act.

The grants made to the company by the act consist of the right of

way through the public lands to the extent of one hundred feet on each side of the railroad, the right to use materials from adjacent lands belonging to the United States, the right to take all grounds or lands, in addition to the one hundred feet on each side of the road, that may be necessary for station, shop, turn-table, switching, or other purposes, exemption of the right of way from taxation in the Territories, and for every mile of said railroad constructed in the Territories forty sections, 25,600 acres, of the public lands, and for every mile in the States twenty sections, 12,800 acres, of the same. (See sections 2 and 3 of the act.)

The conditions attached to these grants are given in section 8 of the act, as follows, namely: Work on the road was to be commenced within two years from the date of approval of the act, July 27, 1866—that is, before July 27, 1868; after the second year not less than fifty miles of road per year was to be completed, and the main line was to be completed by July 4, 1878; and if the company suffered any breach of these conditions to continue over one year, section 9 of the act provides that the United States may at any time thereafter “do any and all acts and things which may be needful and necessary to insure a speedy completion of the said road.”

The terms of this act were accepted by the company November 22, 1866, and acceptance filed in the Department of the Interior November 27, 1866.

Maps of the general route having been filed, public lands embraced within the limits of the grant were withdrawn from sale and the right of the company attached thereto, as follows, namely:

On line from—	To—	Date.
Springfield, Mo	West line of Missouri	Dec. 17, 1866
West line of Missouri	Mouth of Kingfisher Creek, Indian Territory.	Dec. 2, 1871
Mouth of Kingfisher Creek, Indian Territory.	East line of New Mexico	Feb. 7, 1872
East line of New Mexico	East line of California	Mar. 12, 1872
San Francisco, Cal.	San Miguel, Cal	Mar. 12, 1872
San Miguel, Cal	Los Angeles County west line, California ..	Aug. 15, 1872
Los Angeles County west line, California ..	A point in township 7 north, range 7 east, San Bernardino Mission, San Bernardino County, California.	Mar. 12, 1872
A point in township 7 north, range 7 east, San Bernardino Mission, San Bernardino County, California.	Colorado River	Aug. 15, 1872

The construction of this railroad was commenced July 4, 1868; and the first map of definite location was filed in the General Land Office December 10, 1870, “from Springfield, Mo., to Neosho, Mo.” The last map for main line was filed August 15, 1872.

Construction.—Affidavits of the chief engineer of the company, on file in the General Land Office give, dates of completion of sections as follows:

First 25 miles west from 8	September 27, 1870.
Second 25 miles west from 8	September 27, 1870.
Third 25 miles west from 8	September 29, 1870.
Fourth 25 miles west from 8	October 14, 1871.
Fifth 25 miles west from 8	October 14, 1871.
Sixth 25 miles west from 8	September 20, 1882.
Seventh 25 miles west from 8	November 20, 1882.
First 25 miles west from 1	November 10, 1880.
Second 25 miles west from 1	November 10, 1880.
Third 25 miles west from 1	February 28, 1881.
Fourth 25 miles west from Isleta, N. Mex.,	February 28, 1881.

Fifth 25 miles west from Isleta, N. Mex., March 25, 1881.
 Sixth 25 miles west from Isleta, N. Mex., April 22, 1881.
 Seventh 25 miles west from Isleta, N. Mex., June 9, 1881.
 Eighth 25 miles west from Isleta, N. Mex., July 5, 1881.
 Ninth 25 miles west from Isleta, N. Mex., December 1, 1882.
 Tenth 25 miles west from Isleta, N. Mex., December 1, 1882.
 Eleventh 25 miles west from Isleta, N. Mex., December 1, 1882.
 Twelfth 25 miles west from Isleta, N. Mex., December 1, 1882.
 Thirteen 25 miles west from Isleta, N. Mex., December 1, 1882.
 Fourteenth 25 miles west from Isleta, N. Mex., December 1, 1882.
 Fifteenth 25 miles west from Isleta, N. Mex., December 1, 1882.
 Sixteenth 25 miles west from Isleta, N. Mex., December 1, 1882.

Constructed during the year ending—

	Miles.
June 30, 1871.....	75
June 30, 1872.....	50
June 30, 1881.....	175
June 30, 1882.....	25
June 30, 1883.....	250
Total	575

This road has been constructed west from Springfield, Mo., as far as the Arkansas River in Indian Territory, and from Isleta, N. Mex., to the Colorado River, but as yet is not a matter of record in the Department, and dates cannot be given further.

The Atlantic and Pacific Railroad Company having suffered a default in the payment of interest on their outstanding bonds, the mortgage given to secure the same was foreclosed by a decree of the circuit court of the United States for the eastern district of Missouri, and the entire property, including the land grant in Missouri, was sold, by virtue of said decree, on September 7, 1876, to William F. Buckley, and by him conveyed, November 2, 1876, to the Saint Louis and San Francisco Railway Company, which company became and is now the owner of the property and franchise in Missouri which had belonged to the South Pacific and Atlantic and Pacific Railroad Companies, and also of about 655,000 acres of South Pacific lands and 306,000 acres of Atlantic and Pacific lands.

West of the western boundary of the State of Missouri the road and appurtenances in the Indian Territory and in New Mexico are still owned by the Atlantic and Pacific Railroad Company. The road from Albuquerque, N. Mex., west is known as the "western division."

The length of road and extent of land grant for the whole line included in the charter act may be stated approximately as follows, namely:

State or Territory.	From—	To—	Miles.	Acres per mile.	Acres of land granted.
Missouri	Springfield	West line.....	90	12, 800	1, 152, 000
Indian	East line.....	West line.....	400	25, 600	10, 240, 000
Indian	East line.....	Canadian River...	300	25, 600	7, 680, 000
Texas	East line.....	West line.....	200	12, 800	2, 560, 000
New Mexico	East line.....	West line.....	450	25, 600	11, 520, 000
Arizona	East line.....	West line.....	400	25, 600	10, 240, 000
California	East line.....	San Francisco	655	12, 800	8, 334, 000
Arkansas	West line.....	Van Buren	5	12, 800	64, 000
Total.....			2, 500		51, 840, 000

The company's estimate of the above is 2,472.98 miles of road and 49,244,803 acres of land. The estimate of the General Land Office is 2,544.65 miles of road and 50,067,600 acres of land.

The United States having no public lands in the State of Texas, and the lands in the Indian Territory having been "otherwise appropriated" at the date of the grant, there must be deducted from the above total 20,480,000 acres, which leaves 31,360,000 acres actually granted, from which are likewise to be deducted the following, namely:

	Acres.
1. Lands in Missouri previously disposed of	645, 184
2. Lands in New Mexico, "mineral," and otherwise, disposed of, estimated at one-half of the grant	5, 760, 000
3. Lands in Arizona, "mineral," and otherwise, disposed of, estimated at one-half of the grant	5, 120, 000
4. Lands in California of the same character, estimated at one-third of the grant	2, 794, 666
5. Lands in Arkansas otherwise disposed of	32, 000
Total deductions, additional	14, 351, 850

After all these deductions are made, the quantity of land remaining for the use of the railroad company would be but 17,008,150 acres, and of this quantity the Saint Louis and San Francisco Railway Company received, in 1876, about 300,000 acres, and there had been disposed of by the Atlantic and Pacific Railroad Company, prior to 1876, about 200,000 acres, the proceeds of which were applied to the construction of the road in Missouri; so that in round numbers about 16,500,000 acres of land are only available for the Atlantic and Pacific Railroad Company, to aid in the construction of its railroad of more than 2,000 miles. Of this amount 526,991.72 acres had been certified or patented up to June 30, 1883, as follows:

Year ending June 30, 1871	491, 912. 79
Year ending June 30, 1872	3, 131. 71
Year ending June 30, 1873	3, 669. 01
Year ending June 30, 1874	941. 13
Year ending June 30, 1875	3, 648. 78
Year ending June 30, 1876	642. 94
Year ending June 30, 1881	23, 037. 36
Total	526, 991. 12

On October 25, 1870, this company was consolidated with the South Pacific Railroad Company (originally the Southwest Branch of the Pacific Railroad of Missouri), which was organized under provision of an act of the general assembly of Missouri, March 7, 1868. The South Pacific received a grant of lands under an act of Congress approved July 10, 1852 (10 Stat., 8).

The Pacific Railroad of Missouri and all its leased lines were leased to the Atlantic and Pacific Railroad Company July 1, 1872, for a term of 999 years.

A tripartite agreement between this company and the Saint Louis and San Francisco, and the Atchison, Topeka and Santa Fé Companies, January 31, 1880, provided for the immediate construction of that portion of the road from the Rio Grande River to the Pacific Ocean, or the western division.

"The work of construction was commenced at Albuquerque, N. Mex., in May, 1880; track-laying was begun in July of the same year, and with the exception of six months' delay in the first half of 1882, caused by the impossibility of getting material across Cañon Diablo, it was continued without interruption," and in October of the present year the line of the Southern Pacific Railroad was met at "The Needles," and a through line established to Los Angeles and San Francisco.

THE NORTHERN OR FORTY-SEVENTH PARALLEL ROUTE.

(Lake Superior to Puget Sound and Portland Oreg., about 2,000 miles.)

THE NORTHERN PACIFIC RAILROAD.

Main line:

	Miles.
Saint Paul to Brainerd, Minn.....	136
Duluth to Brainerd, Minn.....	114
Brainerd to Wallula, Wash.....	1,561
Wallula to Portland, Oreg. (Oregon Railway and Navigation Company)...	214
Portland to Kalama, Wash.....	41
Kalama to New Tacoma, Wash.....	106
New Tacoma to Carbonado, Wash. (under construction to Palouse June.)..	34
Total	2,206

Branch roads:

Tacoma to Seattle, Wash., under construction—completed.....	25
Palouse to Colfax, Wash., under construction—completed.....	60
Livingston, Mont., to Cinnabar, Mont. (Yellowstone Park Branch)	51
Jamestown, Dak., to Devil's Lake—completed to Carrington.....	43
Wadena, Minn., to Milnor (Black Hills Branch).....	117
Fargo, Dak., to Lamoure, Dak.....	88
Little Falls, Minn., to Morris, Dak.....	88
Superior, Wis., to Northern Pacific Junction	24
Total	496

The Northern Pacific Railroad Company was chartered by an act of Congress approved July 2, 1864, entitled "An act granting lands to aid in the construction of a railroad and telegraph line from Lake Superior to Puget Sound, on the Pacific coast, by the northern route." (13 Stat., 365.)

Section 1 designates the routes as follows, namely: "Beginning at a point on Lake Superior, in the State of Minnesota or Wisconsin; thence westerly by the most eligible railroad route, as shall be determined by said company, within the territory of the United States, on a line north of the forty-fifth degree of latitude to some point on Puget Sound, with a branch, via the valley of the Columbia River, to a point at or near Portland, in the State of Oregon, leaving the main trunk line at the most suitable place, not more than 300 miles from its western terminus."

Section 2 grants to the company the right of way through the public lands to the extent of "two hundred feet in width on each side of said railroad, including all necessary ground for station buildings, workshops, depots, machine shops, switches, side tracks, turn-tables, and water stations."

Section 3 grants to the company "every alternate section of public land, not mineral, designated by odd numbers, to the amount of twenty alternate sections per mile, on each side of said railroad line, as said company may adopt, through the Territories of the United States, and ten alternate sections of land per mile on each side of said railroad whenever it passes through any State, and whenever on the line thereof the United States have full title, not reserved, sold, granted, or otherwise appropriated, and free from pre-emption or other claims or rights, at the time the line of said railroad is definitely fixed, and a plat thereof filed in the office of the Commissioner of the General Land Office."

Section 6 enacts "that the President of the United States shall cause the lands to be surveyed for forty miles in width on both sides of the entire line of said road, after the general route shall be fixed, and as fast

as may be required by the construction of said railroad; and the odd sections of land hereby granted shall not be liable to sale or entry or pre-emption before or after they are surveyed, except by said company, as provided in this act; but the provisions of the act of September, 1841, granting pre-emption rights, and the acts amendatory thereof, and of the act entitled 'An act to secure homesteads to actual settlers on the public domain,' approved May 20, 1862, shall be, and the same are hereby, extended to all other lands on the line of said road when surveyed, excepting those hereby granted to said company. And the reserved alternate section shall not be sold by the Government at a price less than \$2.50 per acre when offered for sale."

Sections 8 and 9 give the conditions attached to the grant as follows, namely: "That each and every grant, right, and privilege herein are so made and given to and accepted by said Northern Pacific Railroad Company, upon and subject to the following conditions, namely: That the said company shall commence the work on said road within two years from the approval of this act by the President, and shall complete not less than fifty miles per year after the second year, and shall construct, equip, furnish, and complete the whole road by the 4th day of July, A. D. 1876;" and "that the United States make the several conditioned grants herein, and that the said Northern Pacific Railroad Company accept the same, upon the further condition that if the said company make any breach of the conditions hereof, and allow the same to continue for upward of one year, then, in such case, at any time hereafter, the United States, by its Congress, may do any and all acts and things which may be needful and necessary to insure a speedy completion of the said road."

Section 10 enacts that "no mortgage or construction bonds shall ever be issued by said company on said road, or mortgage, or lien made in any way, except by the consent of the Congress of the United States."

Section 20 enacts "that the better to accomplish the object of this act, namely, to promote the public interest and welfare by the construction of said railroad and telegraph line, and keeping the same in working order, and to secure to the Government at all times, but particularly in time of war, the use and benefits of the same for postal, military, and other purposes, Congress may, at any time, having due regard for the rights of said Northern Pacific Railroad Company, add to, alter, amend, or repeal this act." The conditions of this act were accepted by the company December 17, 1864, and acceptance filed in the Department of the Interior December 30, 1864.

The joint resolution approved May 7, 1866 (14 Stats., 355), extended the time, for commencing and completing the railroad, for the term of two years.

The joint resolution approved July 1, 1868 (15 Stats., 255), amended section 8 of the original act so as to read as follows: "That each and every grant, right, and privilege herein, are so made and given to and accepted by said Northern Pacific Railroad Company upon and subject to the following conditions, namely: That the said company shall commence the work on said road within two years from and after the 2d day of July, 1868, and shall complete not less than one hundred miles per year after the second year thereafter, and shall construct, equip, furnish, and complete the whole road by the 4th day of July, A. D. 1877."

By the joint resolution approved March 1, 1869 (15 Stats., 346), Congress gave its consent for the company "to issue its bonds, and to secure the same by mortgage upon its railroad and its telegraph line,

for the purpose of raising funds with which to construct said railroad and telegraph line between Lake Superior and Puget Sound, and also upon its branch to a point at or near Portland, Oregon."

The joint resolution of April 10, 1869 (16 Stats., 57), authorized the construction of a branch from a point near Portland to Puget Sound (the line from Kalama to Tacoma constructed and in operation).

By resolution of May 31, 1870, (16 Stats., 378), Congress authorized the company "to issue its bonds to aid in the construction and equipment of its road, and to secure the same by mortgage on its property and rights of property of all kinds and descriptions, real, personal, and mixed, including its franchise as a corporation"; also, to construct its main line via the valley of the Columbia River, with a branch across the Cascade Mountains to Puget Sound; and increased the indemnity limits to sixty miles on each side of the road.

Section 2 of this resolution provides "that Congress may at any time alter or amend this joint resolution, having due regard to the rights of said company and any other parties."

Under the authority of this resolution the company, on July 1, 1870, issued its thirty-year bonds bearing interest at the rate of 7.3 per cent. per annum, and secured the same by a mortgage, in accordance with the resolution, to an amount of about thirty millions dollars. On the 16th of April, 1875, the company having previously defaulted on its interest, in proceedings of foreclosure the United States circuit court for the southern district of New York appointed a receiver. By a decree of that court the property and franchises were sold at auction August 12, 1875, and were purchased by a committee of bondholders, the sale being confirmed by the court August 25, 1875. The company was reorganized September 30, 1875, upon a plan by which the holders of the bonds of the company were reimbursed for the principal and interest up to and including July 1, 1878, in preferred stock at par, which it was proposed to issue to the amount of \$51,000,000. This preferred stock is entitled to 8 per cent. dividends before any dividends are paid on the common stock, and is receivable at par for lands belonging to the company east of the Missouri River. Common stock was issued to the holders of the stock of the old company, share for share, and \$49,000,000 of the common stock have been issued, the plan of reorganization being given in the annual report of the company for 1876, page 43.

In 1879 the company placed first mortgages upon the Missouri and Pend d'Oreille divisions of its road, and to June 30, 1880, had issued nearly four million dollars of the bonds secured thereby. On January 1, 1881, the company executed a general first mortgage on all its railroads, lands, property, and franchises to secure an issue of bonds to the amount of \$25,000 per mile of the main and branch lines, payable in forty years, and bearing interest at the rate of 6 per cent. per annum. This last mortgage provides for taking up, retiring, and canceling the bonds issued on the Missouri and Pend d'Oreille divisions; it is also provided in the mortgage that all moneys derived from the sales of lands are applicable to the payment of the interest and principal of the bonds; a sinking fund is also created, beginning July 1, 1886, by which 1 per cent. per annum is required to be paid to the trustee, in equal semi-annual installments.

From the reports of the General Land Office the rights of the Northern Pacific Railroad Company attached to their grant as follows, namely: By map of general route, through Minnesota and part of Washington Territory, August 13, 1870; through Dakota, Montana, Idaho, and a part of Washington Territory, February 21, 1872; of a branch line in

Washington Territory, August 15, 1873; from Thomson to Moorhead, Minn., November 21, 1871; from Moorhead, Minn., to Bismarck, Dak., May 26, 1873; from Kalama to Tenino, Wash., September 13, 1873; from Tenino to Tacoma, Wash., May 14, 1874.

The length of road and extent of land-grant for the whole line included in the charter act and amendments may be stated approximately as follows:

Located in—	Miles of road.	Acres per mile.	Total acres granted.
Wisconsin.....	110	12, 800	1, 408, 000
Minnesota.....	265	12, 800	3, 392, 000
Dakota.....	450	25, 600	11, 520, 000
Montana.....	800	25, 600	20, 480, 000
Idaho.....	75	25, 600	1, 920, 000
Washington.....	750	25, 600	19, 200, 000
Total.....	2, 450	.....	57, 920, 000

After deducting the amount disposed of previous to the definite location of the road, it is estimated that the company will obtain about 42,000,000 acres. Up to June 30, 1883, there had been patented to it 746,390.22, as follows:

	Acres.
During year ending June 30, 1873.....	374, 885. 76
During year ending June 30, 1874.....	368, 607. 68
During year ending June 30, 1880.....	2, 896. 78

Construction.—The first map of definite location of a part of the main line was filed in the General Land Office November 21, 1871: “From a junction with the Lake Superior and Mississippi River Railroad, in Sec. 7, T. 48 N., R. 16. W., Minnesota to the Red River of the North.”

The sections of the main line completed and the dates of the affidavits of the chief engineer of the company, showing construction, as filed in the General Land Office, are as follows:

1. From the Junction with the Lake Superior and Mississippi River Railroad to the Red River of the North, 228 miles, October 5, 1871.
2. From Kalama to Tenino, Wash., 65 miles, August 15, 1873.
3. From the Red River of the North to the Missouri River in Dakota Territory, 196.4 miles, October 7, 1873.
4. Tenino to Tacoma, Wash., 41.1 miles, March 5, 1874.
5. Missouri River to a point 100 miles west, 100 miles, July 12, 1880.
6. From point last named to the Little Missonri River, in Dakota Territory, 50 miles, September 3, 1880.
7. From the 150th to the 225th mile west of Missouri River, 75 miles, July 20, 1881.
8. From the 225th to the 250th mile west of Missouri River, 25 miles, October 15, 1881.
9. From Wallula Junction, Wash., to the 200th mile-post, near Eight Mile Prairie, Idaho, 200 miles, August 24, 1881.
10. From the point above to 225th mile-post, 25 miles, November 16, 1881.
11. From the 250th to 350th mile-post west of the Missouri River, 100 miles, April 17, 1882.
12. From the 350th to 375th mile-post west of the Missouri River, 25 miles, July 11, 1882.
13. From the 375th to 400th mile-post west of the Missouri River, 25 miles, July 24, 1882.
14. From a point in Sec. 1, T. 48 N., R. 17 W., Minnesota, to a point in Sec. 32, T. 49 N., R. 13 W., in the city of Superior, Wis., 25 miles, July 24, 1882.
15. From the 400th to the 425th mile-post west of the Missouri River, 25 miles, August 10, 1882.
16. From the 425th to the 450th mile-post west of the Missouri River, 25 miles, August 25, 1882.
17. From the 225th to the 275th mile-post east of Wallula Junction, 50 miles, September 16, 1882.

18. From the 275th to the 300th mile-post east of Wallula Junction, 25 miles, September 20, 1882.

19. From the 450th to the 500th mile-post west of the Missouri River, 50 miles, October 27, 1882.

20. From the 500th to the 525th mile-post west of the Missouri River, 25 miles, November 9, 1882.

21. From the 300th to the 325th mile-post east of Wallula Junction, 25 miles, November 21, 1882.

22. From the 525th to the 550th mile-post west of the Missouri River, 25 miles, November 28, 1882.

23. From a point in the city of Bismarck, Dak., to a point on the west bank of the Missouri River in the southwest quarter Sec. 26, T. 139 N., R. 81 W., 5th P. M., being the bridge across the Missouri River and the approaches thereto (connecting Nos. 3 and 5), 4.584 miles, November 28, 1882.

24. From the 550th to the 600th mile-post west of the Missouri River, about 1 mile west of Gallatin River, Montana, 50 miles, March 20, 1883.

25. From the 325th to the 350th mile-post east of Wallula Junction, 25 miles, April 5, 1883.

26. From the 600th to the 625th mile-post west of the Missouri River, 25 miles, April 21, 1883.

27. From the 350th to the 375th mile east of Wallula Junction, or to a point on the Pend d'Oreille River near the mouth of the Jocko River, 25 miles, April 27, 1883.

28. From the 625th to the 650th mile-post west of the Missouri River, 25 miles, June 4, 1883.

29. From the 650th to the 675th mile-post west of the Missouri River, or to a point about 6 miles east of Helena, Mont., 25 miles, June 4, 1883.

30. From the 375th to the 400th mile-post east of the Wallula Junction, or to a point about 2½ miles west of the summit of the Coriakan Defile, where the line of the road crosses the boundary of the Flathead Indian Reservation, 25 miles, June 4, 1883.

Taking the foregoing dates, the following statement shows the number of miles of the main line constructed each fiscal year:

	Miles.
Year ending June 30, 1872.....	228
Year ending June 30, 1874.....	302.5
Year ending June 30, 1881.....	150
Year ending June 30, 1882.....	425
Year ending June 30, 1883.....	529.584
Total	1,635.084

The eastern and western divisions of the main line were completed, and a junction made at a point about 60 miles west of Helena, Mont., on August 22 of the present year, and the Pacific division was completed to Portland in October. Additional sections were accepted by the President of the United States on the dates given below:

400th to 425th mile east of Wallula, August 27, 1883.

425th to 450th mile east of Wallula, September 7, 1883.

675th to 700th mile west of Missouri River, September 7, 1883.

700th mile west of Missouri River to 450th mile east of Wallula, or the completion of the main line, October 4, 1883.

36.30 miles in Oregon, Pacific division, October 4, 1883.

The first report of the directors of the road after the reorganization of the company was made September 27, 1876, and from it the following matter has been collected:

The property in possession of the company September 27, 1876, consisted of the completed road, its equipment, and working materials, being 230 miles in Minnesota, from Fargo to Thomson Junction; and one-half interest in the track of the Lake Superior and Mississippi Railroad from Thomson Junction to Duluth, 25 miles; and 195 miles in Dakota, from Fargo to Bismarck; and 105 miles in Washington Territory, from Kalama to Tacoma. In all, 555 miles of railroad in operation.

The equipment of the road was forty-eight locomotive engines; twenty-two passenger cars, thirty-four express, baggage, and caboose cars, and 1,196 freight cars, besides hand, construction, and tool cars.

The lands acquired up to that date, and to be acquired, aggregated some 10,000,000 acres.

In addition the company held a controlling interest in the stocks of the Saint Paul and Pacific Railroad Company, the Lake Superior and Puget Sound Company, and the Tacoma Land Company; also extensive docks and properties in Duluth.

The following account of recent construction is taken from the last annual report of the president of the company, dated September 20, 1883, and filed in this office:

The work of construction on the main line and branches has made satisfactory progress since the last annual report. While it was at one time hoped that the junction of the main-line tracks would be effected at the close of the fiscal year ending June 30, yet in view of the unforeseen obstacles and difficulties that must always be encountered in building through a new country, far from a base of supplies, the closing of the gap during the working season and at as early a date as August 22, must be accepted as a gratifying result of the efforts of the construction department. Taking up the work in its order, from east to west by divisions, the following will convey briefly an idea of the labor performed since the last annual report:

WISCONSIN DIVISION.

During the early part of the fiscal year, the work on the first twenty-five miles of this division, from Northern Pacific Junction to Superior was completed, and on September 6 was examined and accepted by the Government commissioners. The dock at Superior, and the tracks leading to it, were finished in November. A spur track, 2 miles in length, has since been built along Saint Louis Bay. Surveys were made last spring for the extension of the division as far as Ashland, 60 miles from Superior, and a contract was made for the clearing, grading, and bridging. Thirty miles of road-bed will be completed and the track laid before the close of the present working season, and the remaining 30 miles will be finished early in 1884.

YELLOWSTONE DIVISION.

At the beginning of the fiscal year 1882-'83 the track had been laid for a distance of 180 miles west of Glendive. At the first crossing of the Yellowstone, 223½ miles from Glendive, a delay of ten days occurred, by reason of unavoidable delay in the completion of the bridge. The timber for the piers and trestle approaches of this bridge had to be transported from Minnesota to the end of the track, thence by steamboat to Huntley, and thence by wagons 10 miles to the crossing. Temporary bridges were built at the second and third crossings of the Yellowstone, avoiding delay to track laying at those points. The division was completed to its western terminus at Livingston November 30.

The dikes and wing-dams on the Lower Yellowstone, on this division, have proved successful in preventing the undermining of the bluffs and protecting the track from slides and wash-outs. Two additional dikes have been built during the year. The serious engineering difficulties attending the securing of a permanent road-bed along the face of these treacherous bluffs may now be regarded as fully overcome.

ROCKY MOUNTAIN DIVISION.

Grading on this division began July 1, 1882, under a contract requiring its completion by June 30, 1883. Track laying began at Livingston December 5. Grading on the overhead line in the Bozeman Pass began in October, and progressed slowly by reason of bad weather and difficult work. Track laying was delayed more or less, and an average of only 6 miles a month was laid during the three winter months. In March the overhead line was finished, and with the opening of spring the track again went forward rapidly. On June 30 it had reached a point 132 miles from Livingston. The track has since been carried forward over the Main Divide of the Rocky Mountains and down the valley of the Little Blackfoot to a junction with the track advancing from the Pacific coast. Unexpected delays in the construction of the Mullan Tunnel, caused by the treacherous character of the rock, led the management to direct the building of an overhead steep-grade line through the Mullan Pass. Grading was begun on this line in June last, and was finished in time for track laying to go on without delay.

MISSOULA DIVISION.

Grading on this division, which extends from a point near French woman's Ranch, on the Little Blackfoot River, to the crossing of the Pend d'Oreille or Flathead River, in the Flathead Indian Reservation, 156½ miles, was finished prior to June 30. It is the only division where track laying has not been detained by unfinished road-bed. The contractors began laying track at the western end of the division in April, and on June 30 the work had progressed to the 420th mile-post east of Wallula. Since the close of the fiscal year the track has advanced up the valley of the Hell Gate River to a junction with the track advancing from the east.

CLARK'S FORK DIVISION.

This division, extending from the crossing of the Flathead River to a point on the north shore of Lake Pend d'Oreille, is 121 miles long. Its construction involved more difficult work than any equal mileage on the entire line of road. For the greater part of the way the road runs through a forest of remarkable density, which clothes the slopes of the profound gorge through which flows the Clark's Fork of the Columbia. Rarely is there found any bottom land along the river. In most places the mountains rise from the water's edge, and the roadway had to be cut out along their steep sides, after the serious labor of removing the heavy growth of timber. Much blasting through jutting promontories and masses of rock was necessary, and considerable difficulty was experienced in securing a permanent track across enormous deposits of unstable clay. Grading on this division was nearly finished at the beginning of last winter, and track laying was completed March 31.

THE MISSOURI, SNAKE, AND WILLAMETTE RIVER BRIDGES.

On June 24, 1882, the summer rise in the Missouri River had so far subsided that the erection of the false work for supporting the main spans of the Bismarck bridge was begun. The first span was started July 27, and on October 7 all three spans were in position. The work on the western approach and trestle was completed in August. On October 18 the first train crossed, and the bridge was opened for traffic on

the 21st. The filling in of protective embankments along the north side of the trestle was completed early in June last. The dike has been strengthened, and proved efficient during the summer freshet of the present year. The channel has left the west shore and assumed its expected course under the two main spans. It may justly be said of the Bismarck bridge that the plans for the structure, and for the control of the turbulent and uncertain waters of the river, have been successfully carried out in every respect, and that the work fully meets all expectations.

Work upon the foundations and masonry of the bridge over the Snake River, at Ainsworth, Wash., has progressed steadily. This is the second bridge structure in point of size on the Northern Pacific line. Stonecutters have been sent from Saint Paul, new quarries opened, and active steps taken to secure the completion of the work in the spring of 1884. The iron superstructure, prepared in the East, has been shipped around Cape Horn, and a portion of it has already arrived at its destination.

The Willamette River bridge has been located to cross the river from the north or lower portion of Portland to Albina on the east bank. The superstructure will be of iron, of width for a double track, and will rest on stone piers, with a draw having two openings of 175 feet in the clear each. Work was begun May 19, and is being pushed forward with a view to its completion early in 1884.

PORTLAND DIVISION.

This division extends from the west bank of the Willamette River, in Portland, to the south bank of the Columbia River, at Coffin Rock, opposite a point 2 miles below Kalama, a distance of 42 miles. This point has been selected as the best for a ferry transfer to connect with the line from Kalama to Tacoma. A transfer boat, 320 feet in length, with capacity to carry twenty-seven freight cars, has been constructed at Wilmington, Del., and shipped in sections to Portland, to be put together there and got ready for use. The grading and bridging on this division are well advanced, and it is expected that the track will be laid early in the autumn, and the ferry-boat be in use in the spring of 1884.

CASCADE DIVISION.

On the western section of this division a track has been laid from Puyallup Junction to Stuck Junction, a distance of $7\frac{1}{2}$ miles. Upon the eastern section of the division, grading is in progress near Ainsworth, and also in the Yakima River Cañon. Surveys have been prosecuted, and a definite location made from Tacoma to Palouse Junction, with the exception of a short break on the east slope of the Cascade Mountains near Stampede Pass, and of a distance of 19 miles from Yakima City to Moxee Pass. Surveying parties are now in the field to complete location at those points.

TRIBUTARY OR BRANCH ROADS.

Little Falls and Dakota Railroad.—At the beginning of the fiscal year 55 miles of track had been laid. During the year the line to Morris, 87 $\frac{3}{4}$ miles, was completed and put in operation.

Northern Pacific, Fergus and Black Hills Railroad.—Track laying was resumed at Fergus Falls in August, 1882, and has now reached a

point 40 miles west of Breckenridge. Total amount of track laid during the fiscal year, 65 miles. About $2\frac{1}{2}$ miles of additional grading is ready for the rails, and the track will soon be put down, thus reaching the terminus at Milnor, 117 miles from Wadena.

Fargo and Southwestern Railroad.—This branch starts at Fargo and runs in a southwesterly direction to La Moure, on the James River, a distance of $87\frac{1}{2}$ miles. Track laying began July, 1882, and was completed to Lisbon, 55 miles, in December. During the present season the track reached the terminus, La Moure.

Jamestown and Northern Railroad.—This branch leaves the main line 1 mile west of Jamestown and runs in a northerly direction 95 miles to the west end of Devil's Lake. Considerable grading was done during the fiscal year 1881-'82. Track laying began in August last, and had progressed as far as Carrington, 42 miles, at the beginning of the winter. The grading is nearly completed to the lake, and the track will soon be laid. A survey has been made for an extension of the line to the Dominion boundary. A line from Carrington northwesterly to the Mouse River has also been surveyed. A short spur, called the Sykeston Branch, was located from Carrington to the west line of Foster County, in May last, and the track was completed to Sykeston, 13 miles, September 1.

National Park Branch.—This line was located in October last, leaving the main line at Livingston, and running up the Yellowstone River to the northern boundary of the National Park, a distance of 51 miles. The work was commenced last spring, and was completed in August.

Palouse Branch.—Track was laid, prior to the end of the fiscal year, from Palouse Junction eastward a distance of 32 miles. Track laying has since progressed a further distance of 60 miles. The road will soon be opened for traffic as far as Colfax, and will be completed in 1884.

Seattle Branch.—The track has been laid to a point about 25 miles from Tacoma and 15 from the junction with the Cascade Branch. Grading is well advanced on the remainder of the line, and it is expected that the track will all be down before the winter season begins.

AMOUNT OF TRACK LAID.

At the beginning of the fiscal year, July 1, 1882, the ends of the track on the main line were 564 miles apart. They were advanced during the year—

	Miles.
From the east.....	293 $\frac{1}{2}$
From the west	166 $\frac{1}{2}$
Total	450

Leaving, June 30, 1883, 114 miles to be completed. This has since been completed and the gap closed.

	Miles.
Total track laid on main line	450
Total track laid on branch lines	307
Grand total for fiscal year	757

Since the close of the fiscal year, and up to September 15, 284 miles of additional track have been laid on the main line and branches, making 1,041 miles for the period beginning July 1, 1882, and ending September 15, 1883.

" Cost of construction during year ending June 30, 1883.

Ballast	\$684,212 11
Bridging, piling, and trestling	2,431,399 87
Combination buildings, passenger and freight	323,799 56
Cross ties	1,193,344 47
Camp equipment and supplies	173,824 43
Instruments	2,603 11
Live stock	28,381 78
Office and incidental expenses	138,876 67
Salaries	326,959 88
Wagons and harness	7,025 83
Engine houses and furniture	192,280 42
Fencing	46,033 14
Freight buildings and warehouses	28,147 46
Grading and ditching	9,044,162 37
Masonry and riprapping	307,292 06
Machine-shops and car-shops	306,704 06
Machinery and tools	74,046 57
Other buildings and structures	335,757 38
Passenger buildings, hotels, and furniture	3,269 12
Wagon road at Bozeman mine	261 75
Rails, steel	2,388,888 82
Right of way and land damages	183,398 07
Spikes, joint fastenings, and other iron in track	214,505 60
Telegraph	87,536 69
Track laying	357,619 36
Water tanks, tank buildings, and apparatus	187,032 42
Bismarck bridge	272,676 28
Dock at Superior	82,690 77
Total	19,422,720 07
Expended previously (from March, 1879, to June 30, 1882)	28,949,302 28
Total to date	48,372,022 35

See pages 47 to 52 and 98 to 101, of this report; also report of this Bureau for 1882, pages 36 to 45 and 80 to 82.

APPENDIX No. 2.

STATE RAILROAD COMMISSIONS, WITH ABSTRACTS OF THE LAWS CREATING THEM, AND DEFINING THEIR POWERS AND DUTIES.

Although in some of the States there were railroad commissions as early as 1855, none of them attracted general attention until about the year 1870. Previous to that time the commissions were created principally to perform some particular specified duty, and their scope was limited accordingly. Since that year, however, the phenomenal increase in the volume of railway traffic and the rapidity with which new roads have been constructed and old ones extended has had such a marked influence upon our internal commerce that to-day, either directly or indirectly, nearly every kind of industry is, in a measure, dependent upon the railroads for its existence. The realization of this by the public has led to the enactment, by the several State legislatures, of laws creating commissions for the purpose of examining into the elements exerting this powerful influence upon our commercial industries. Some States have gone so far as to empower commissions to prescribe rules and regulations for the management of railroads within their territory, even to the extent of fixing the rates of transportation for both persons and property.

“The power of a State to regulate its internal commerce has always been conceded” (Gibbons *v.* Ogden, 9 Wheat., 203), and “the power to regulate commerce is the power to regulate the instruments of commerce” (Clinton Bridge Case, 1 Woolworth, 159; 12 How., 316; 3 Wal., 729).

The danger of a State, in its attempt to exercise this power, of encroaching upon the prerogative of Congress, conferred by the Constitution, “to regulate commerce among the several States,” has been recognized by most of the States, although some of these laws have been declared by the supreme courts as repugnant to the spirit of the Constitution as defined by that clause.

At present there are railroad commissions in the following States: Alabama, California, Connecticut, Georgia, Illinois, Iowa, Kentucky, Maine, Massachusetts, Michigan, Minnesota, Missouri, New Hampshire, New York, Ohio, Rhode Island, South Carolina, Vermont, Virginia, and Wisconsin. Texas has one Railway Inspector. The following is an abstract of the laws creating these commissions:

ALABAMA.

(Has three commissioners, appointed by the governor and senate. Act of February 26, 1881.)

The law declares all railroads public highways, and grants the right of equal rates to all.

Unjust discrimination or the charging of more than a “just compensation” (determinable by a jury) is extortion, for which damages may be recovered.

Special rates may be given for the purpose of "assisting in the development of any industrial enterprise." All tariffs and special rates must be publicly posted. Railroads whose net earnings otherwise would not amount to "a fair and just return" on their value may charge rates which under other circumstances would be considered excessive.

The commissioners may fix their certificate of approval to any tariff of rates, which will be *prima-facie* evidence that such rates are not extortionate. All tariffs must be submitted to them for revision, and they *recommend* such changes as they deem proper.

They examine the railroads in the State as often as they deem proper; have access to any and all papers and books, and recommend such repairs and the adoption of such rules and regulations as they may deem conducive to public safety and interest.

CALIFORNIA.

(Has three commissioners, elected by the people.)

The State is divided into three districts, in each of which one railroad commissioner is elected. Section 22 of article 12 of the constitution confers almost unlimited power upon this Board. "The commissioners shall have the power and it is their duty to establish rates of charges for the transportation of passengers and freights; to examine the books, records, and papers of all transportation companies, and for this purpose they shall have power to issue subpoenas and all other necessary process; to hear and determine complaints against railroads and other transportation companies; to send for persons and papers; to administer oaths, take testimony, and punish for contempt of their orders and processes in the same manner and to the same extent as courts of record, and enforce their decisions and correct abuses through the medium of the courts. They shall prescribe a uniform system of accounts to be kept by all such corporations and companies, and establish rates of fare and freights. Any railroad corporation or transportation company which shall fail or refuse to conform to such rates, or to keep their accounts in accordance with the system prescribed by the railroad commissioners, shall be fined not exceeding twenty thousand dollars for each offense. In all controversies, civil or criminal, the rates of fares and freights established by said commission shall be deemed conclusively just and reasonable."

Section 12 of the act of April 15, 1880, provides, "when jurisdiction is, by the constitution, conferred on the Board of Railroad Commissioners, all the means necessary to carry it into effect is also conferred upon said Board, and when in the exercise of jurisdiction within the purview of the authority conferred on said Board by the constitution, the course of proceeding is not specifically pointed out, any suitable process or mode of proceeding may be adopted by the Board which may appear most conformable to the spirit of the constitution."

The constitution declares that railroad, canal, and other transportation companies are common carriers, and subject to legislative control. Also that no discrimination in charges or facilities for transportation shall be made between places or persons.

Rates once reduced by a railroad company for the purpose of competition shall not be raised again without the consent of the Governmental authority.

CONNECTICUT.

(Has three commissioners, appointed by the governor and senate—a lawyer, a civil engineer, and “a good practical business man.” Act of 1853, G. S. 1875, p. 15.)

The commission has “general supervision” over the railroads in the State, and examines their roads, books, and equipments at least twice a year.

No part of any railroad can be opened for public travel without a certificate from the commission that it is in a suitable and safe condition. The location of tracks, bridges, signals, &c., are subject to the approval of the commission, as is also the issuing of any extra stock by any railroad company, or the abandonment of stations.

A form is prescribed by statute upon which the railroad companies are required to make annual returns to the commissioners, showing the condition of their affairs. The commissioners make an annual report to the general assembly, containing the information thus received and notice of any violation of the State railroad laws.

The commissioners have power to summon witnesses and examine them under oath. Any person so summoned failing to appear and testify, or any person who shall in any manner obstruct any railroad commissioner in the discharge of his duties, is liable to a fine of \$1,000 and imprisonment not to exceed one year.

GEORGIA.

(Has three commissioners, appointed by the governor and senate; one must be experienced in law and one in railway business. Act of October 14, 1879.)

The State constitution empowers the general assembly to regulate rates of transportation on the several railroads, and to require the same to be “reasonable and just.” It also prohibits the paying or receiving of any rebate or bonus in the nature thereof, or the doing of any act to deceive the public as to the real rates charged or received. The act creating the commission makes it the instrument to carry out and enforce obedience to these constitutional provisions. It also requires the commissioners to make for each road a schedule of just and reasonable passenger and freight rates and reasonable and just rules as to charges for the necessary handling and delivery of freights and for preventing unjust discrimination. The penalty prescribed for the violation of any of these rules or charging more than is authorized in such schedules is from \$1,000 to \$5,000, to be recovered by suit in the county court, instituted by the commissioners through the Attorney or Solicitor General.

Freights which come from or go beyond the boundaries of the State are excepted from the jurisdiction of the commission.

ILLINOIS.

(Has three commissioners, who constitute the “Board of Railroad and Warehouse Commissioners,” and are appointed by the governor and Senate. Act of July 1, 1871.)

The State constitution declares all railways public highways, and that the legislature shall from time to time pass laws establishing reasonable transportation rates; to prevent unjust discrimination and extortion in such rates, and to correct abuses; and to enforce such laws by adequate penalties to the extent, if necessary for that purpose, of forfeiture of their property and franchises.

The commissioners examine into the condition and management, and all other matters pertaining to the business of railroads and warehouses, and prosecute any violation by them of State laws.

The legislature prescribes a form upon which railroad companies make annual returns to the Board, and the manager of every public warehouse in the State is required by law to furnish under oath a written statement of the condition and management of his business as often as the commissioners may demand it.

The act of May 2, 1873, directs the commissioners to make for each of the railroads doing business in the State a schedule of "reasonable maximum" rates for the transportation of passengers, freights, and cars. Such schedule to be taken in all courts as *prima facie* evidence that the rates therein are not extortionate. The commissioners make an annual report of the work of their office to the Governor.

IOWA.

(Has three commissioners, one of whom is a civil engineer, appointed by the governor and executive council. Act of March 23, 1878.)

The commissioners have "general supervision" over all railroads in the State operated by steam, and may require improvements or repairs made upon them whenever the public convenience or safety requires it. It is their duty to investigate all charges of extortion or unjust discrimination, and to require a correction of any abuse by the parties operating such railroads.

They prescribe a form upon which all companies are required to make annual returns to them; such returns must be verified by oath of the person making them, and furnished on or before the 15th day of September, under a penalty for each day's delay thereafter.

The State constitution declares the legislature to have power to repeal all laws for the organization or creation of corporations by a vote of two-thirds of each branch.

Section 1297 of the Revised Statutes prohibits the pooling of earnings by railway lines running in the same general direction.

The commissioners make an annual report to the legislature.

KANSAS.

(Has three commissioners, elected by the executive council. Act of March 6, 1883.)

The commission has "general supervision" over all railroads in the State operated by steam, and all other corporations doing business as common carriers.

The commissioners from time to time examine and inspect the condition of each railroad in the State and its equipment, and notify in writing the persons operating any such road of any repairs, additions to its rolling stock, changes in its rates of transporting freight, or mode of operating its road or conducting its business, that they may deem necessary, in order to promote the security, convenience, and accommodation of the public; also of any neglect or failure to comply with the terms of its charter or the laws of the State, and a report of the proceedings is included in their annual report to the Governor, which report shall, in addition, contain a statement of the condition and affairs of each railroad and other transportation company doing business in the State. All railroad and transportation companies make annual returns to the commissioners in a form prescribed by them.

Passenger rates are limited to three cents per mile on all railroads.

The commissioners may require a modification of any freight charges that they deem unreasonable or extortionate, and decide what is a reasonable charge. Charging for the transportation of freight more than a "just compensation," payment of rebates or drawbacks, or any other unjust discrimination, is unlawful. "Pooling" of earnings by railroad companies whose lines run in the same general direction is also unlawful.

Sixty days' public notice must be given by either a railroad company or the commissioners before raising any freight rates.

The commissioners shall inquire into any neglect or violation of the State laws by any transportation company.

They have power to examine any books, papers, or documents of any railroad company, and to examine under oath, or otherwise, any of its officers, directors, or employes; to issue subpoenas, administer oaths, and punish for contempt of their orders or process, in the same manner as pertain to courts of record.

KENTUCKY.

(Has three commissioners.)

They have no power to regulate freight or passenger rates, neither can they punish infraction of the statutes against extortion or unlawful discrimination. They may bring action in the courts in the name of the State.

MAINE.

(Has three commissioners, appointed by the governor and council; two must be experienced in the construction and management of railways, and one an engineer. R. S.)

They make annual examinations of tracks, rolling stock, bridges, &c., of all railroads, and give a certificate of the condition of the road to the clerk of each company, which is by him filed in the office of the secretary of state before the first day of December.

They may, in writing, order any railroad company to repair its road, and to reduce the speed of trains until such repairs are made, and prosecute any company failing to make them.

In case of the failure of the managers of connecting lines to agree upon joint rates of transportation, the commissioners are empowered to establish them.

Upon complaint of any interested and responsible party that railroad rates are "unreasonably high," after due notice and hearing, the commissioners may revise and establish them for a time not exceeding one year.

Railroad managers shall give the commissioners such information as they may from time to time require.

The commissioners make an annual report to the Governor of their official doings, with such facts as they deem of public interest, or that he may require.

MASSACHUSETTS.

(Has three commissioners, appointed by the governor with the advice of the council. Act of June 15, 1869.)

They have general supervision over all railroads and street railways in the State, and it is their duty to examine them and keep themselves informed as to their condition and the manner in which they are oper-

ated, with reference to the public safety and convenience, and to see that the several corporations comply with the terms of their charters and the laws of the Commonwealth. In the case of the violation of either, the commissioners give notice to the corporation at fault, and if the violation or neglect continues after such notice, it is reported to the Attorney-General for such proceedings as he may deem expedient.

The Board shall make an annual report of its doings to the General Court, including such facts and explanations as will disclose the actual workings of the system of railroad transportation in the State, and such suggestions as they may deem appropriate concerning the general railroad policy of the Commonwealth. They are to prescribe the form of annual returns by the railroad companies, and to prepare from them statistics to be included in their official report.

The actual authority of this commission is very limited; in most cases they can only suggest or recommend such changes in rates of transportation or modes of operating roads as they deem expedient, the legislature reserving to itself all power to compel such changes.

The law of the State prohibits discrimination among common carriers, and requires every corporation not organized in the Commonwealth to appoint a citizen thereof as its general agent, upon whom all lawful process against such corporation may be served, and who shall give bond to the Treasurer of the Commonwealth that he will accept service of all such lawful process.

The Commonwealth may at any time take possession of any road, its franchises and other property, after giving such road a year's notice in writing, and shall pay therefor such compensation as may be awarded by three commissioners appointed by the Superior Judicial Court.

MICHIGAN.

(Has one commissioner, appointed by the governor and senate. Act of April 10, 1873.)

It is his duty to examine into the condition and management of the business of all railroads in the State; to inspect the tracks, bridges, and other structures, and to require the same to be repaired whenever repairs are necessary. He may wholly stop the running of trains over defective tracks or bridges.

Each railroad company is required to furnish him with a sworn statement of the condition of its affairs at the close of each calendar year and such other information as he may demand. He prescribes a uniform system of accounts for use by all railroad companies doing business in the State; and requires of them monthly statements of their earnings.

The amount of tax due annually from each company is computed by him, and a statement of it made to the Auditor-General by May 15 of each year.

Companies violating the railroad laws are prosecuted by him. He makes an annual report of his official doings to the legislature.

Passenger rates on all railroads in the State, except those in the "Upper Peninsula," are limited to 3 cents per mile.

MINNESOTA.

(Has one commissioner, elected by the people. Act of March 8, 1875.)

He is required to "examine into" any neglect or violation of any laws of the State by railroad companies doing business therein; to ex-

amine and inspect the condition of each, and the manner of its conduct and management with reference to the public safety and interests.

He has power to examine any books, papers, or documents of any railroad corporation, or any of its officers; to issue subpoenas, administer oaths, and examine witnesses, in the same manner as pertains to courts of law in the State.

Railroad corporations, through their proper officers, are required to furnish him such annual returns, verified by oath, as he may prescribe.

He makes an annual report to the governor, containing such facts, statements, and explanations as will disclose the actual working of the system of railroad transportation in the State and its relation to the general business and prosperity of its citizens, together with such recommendations and suggestions in respect thereto as to him may seem appropriate.

Unjust discrimination and extortion is unlawful.

MISSOURI.

(Has three commissioners, elected by the people. Act of March 29, 1875.)

They have general supervision of all railways in the State, and examine into the condition of their affairs, inspect the tracks, bridges, &c., and, in writing, notify any railroad company of repairs on their property necessary to the safety of the public.

The commissioners may regulate the rate of speed of trains over defective structures, or wholly stop them from running until the repairs ordered by them are made. If any company neglects to obey such order of the commissioners, within the time prescribed, notice of the fact that the road is in an unsafe condition is published in some paper having a general circulation along the line of road, and, in addition, the State may recover from said company \$1,000 per day for every day's delay.

A form is prescribed by the legislature, upon which railroad companies furnish annual returns to the commissioners.

The State constitution declares all railroads public highways, and all railroad companies common carriers, and that the legislature shall pass laws to correct abuses, prevent unjust discrimination and extortion in transportation rates, and establish "reasonable maximum rates"; and section 23 forbids the paying or receiving of rebates, drawbacks, &c., or preference in furnishing cars or motive power.

Section 831 of the Revised Statutes divides all railroads in the State into three classes, viz: Class A includes all through or trunk lines; Class B, all branch roads operated by them; Class C, all others. According to the class of road, passenger rates are fixed at 3, 3½, and 4 cents per mile. Section 833 separates all freight into four general and seven special classes, and empowers the commissioners to classify other articles not enumerated in said classes. Section 834 establishes maximum rates for each of the above-mentioned classes.

NEW HAMPSHIRE.

(Has three commissioners, appointed by the governor and council. Act of September 14, 1883.)

They have "general supervision" over all railroads, examine them, and keep informed as to their condition and management, and the compliance of the companies with the terms of their charters and laws of the State, reporting violations to the Attorney-General, or institute proceedings themselves, as they deem proper.

The commissioners prescribe a uniform system of accounts for the different railroads, also a form upon which they shall make annual returns, from which statistics, statements, &c., are compiled and included in their official report to the General Court, which is made annually and transmitted to the Secretary of State.

Maximum tables of transportation charges, both passenger and freight, are established by them, and they may require any railroad company to make repairs, additions to its rolling stock, changes in its rates, or mode of operating its road and conducting its business, whenever such action is necessary to promote the public security and convenience.

NEW YORK.

(Has three commissioners, appointed by the governor and senate. Act of June 16, 1882.)

(This act directs that one commissioner shall be selected from the party casting the greatest, and one from that casting the next greatest, number of votes at the next election. The third to be selected upon the recommendation of the presidents and executive committees of the New York Chamber of Commerce, Board of Trade and Transportation, and the Anti-Monopoly League of New York. This applies to the first appointments only.)

They have "general supervision" of all railways; shall examine them, and keep informed as to their condition, management, and mode of conducting business, so far as the public interests are concerned, and report all violations of the State laws to the Attorney-General for such action as he may deem expedient.

The commissioners have power to examine books, papers, &c., of any railroad company, to issue subpoenas, administer oaths, and examine witnesses in the same manner as pertains to courts of law. They may order repairs, additions to rolling stock, changes in rates, location of stations and station houses, or the modes of operating railroads, whenever, in their judgment, such action is necessary. The form of returns furnished by the railroad companies is prescribed by them. An annual report of its operations is made to the legislature by the commission.

OHIO.

(Has a "Commissioner of Railroads and Telegraphs," appointed by the governor and senate. Act of April 5, 1877.)

He has general supervision of all railroads and telegraph lines in the State, and examines them to keep informed as to the condition of their affairs, and whether the laws of the State are being complied with; any violations of law are reported by him to the Attorney-General.

He has power to issue subpoenas, to administer oaths, and examine witnesses; also to compel railroad companies to make such repairs of their tracks, bridges, &c., as public safety may require, and may stop the running of trains until such repairs are made. The legislature prescribes a form upon which railroad companies make returns to the Commissioner, who renders an annual report of his official doings to the Governor.

The act of March 23, 1874, divides all railroads into three classes, according to the gross amount of their respective annual earnings within the State per mile for the preceding year. Class A includes all roads whose gross annual earnings per mile shall be \$4,000 or more; Class B

under \$4,000, but not less than \$3,000 per mile, and Class C all roads earning less than \$3,000 per mile. Passenger rates are limited to 3 cents per mile on roads in Class A, 3½ cents for Class B, and on roads classified as C 4 cents per mile.

The same act prescribes for the use of all roads a standard freight classification and schedule of tariff rates, but section 6 provides that roads of Class A shall not charge more than ninety per cent. of the rates established in such schedule; roads of Class B may charge not more than five per cent. in addition to such rates on said schedule, and roads of Class C may charge twenty per cent. in addition to the standard rates. Section 10 prescribes a penalty for unjust discrimination in the transportation of property.

Every railroad corporation doing business in the State is required to keep posted in each of its freight and passenger offices a copy of the standard freight classification and schedule of rates.

RHODE ISLAND.

(Has one railroad commissioner, appointed by the governor. Gen'l Stat., 1872, ch. 45.)

He shall, whenever he deems it expedient, personally examine into the proceedings of any railroad corporation, and report to the general assembly from time to time whether such facilities and accommodations as are required for the public safety and convenience are furnished.

He shall examine into the cause of any accident that may occur, and has power to send for persons and papers, examine witnesses under oath, and may issue all necessary processes for that purpose. It is his duty to make an annual report to the general assembly of his doings, and the condition of the several railroads in the State, together with such suggestions concerning the general policy of railroad transportation as he may deem appropriate. Each railroad company is required to make returns to him annually, in such a manner as he may prescribe.

SOUTH CAROLINA.

(Has one commissioner, elected by the general assembly. S. C. L., 1875, p. 789.)

He has "general supervision" of all railroads, examines them, and keeps informed as to their condition and management, and institutes proceedings through the circuit court against any company violating the terms of its charter or any State laws; also compels railroad corporations to make such repairs of track, bridges, &c., as the public safety and interest require.

All "pooling contracts" must be submitted to him for inspection and approval.

A form is prescribed by the legislature upon which railroad companies are required to make annual returns to the commissioner, who makes a yearly report to the legislature of his official acts.

He has power to examine any books, papers, or documents belonging to the railroad companies; to issue subpoenas for the attendance of witnesses.

All rates must be publicly posted at the different stations, and five days' notice given before any change is made. Discrimination in the furnishing of facilities for carriage, receiving, delivery, storage, and the handling of property of like character is unlawful.

VERMONT.

(Has one commissioner, elected by the general assembly. (Chap. 28, R. S., sec. 119.)

He is required to inspect the different roads, inquire into their condition and management, and report the same biennially to the Governor; also to report any violation of the railroad laws of the State or the terms of their charters by any railroad company or corporation doing business therein. He is also to "report what further legal provisions should, in his opinion, be adopted in relation to railroads." Each railroad corporation is required to make annual returns to him, showing the condition of its affairs and business, from which he makes abstracts and statements, and includes the same in his official report.

VIRGINIA.

(Has one commissioner, elected by the general assembly. Act March 31, 1877.)

He has "general supervision" of all railroads in the State; examines them, and keeps informed as to their physical condition and the manner in which they are operated, and the compliance of the companies with the provisions of their charters and the laws of the Commonwealth. Violations of law are by him reported to the Board of Public Works.

The commissioners may require any railroad company to make such repairs, additions to its rolling-stock, modification of its rates, or changes in the mode of operating its road or conducting its business as are necessary in order to promote the public safety and convenience.

A form is prescribed by the legislature upon which railroad companies make annual returns to the commissioner.

Maximum rates for the transportation of passengers and freight are fixed by the legislature.

The commissioner makes an annual report of his official actions to the legislature.

WISCONSIN.

(Has one commissioner, appointed by the governor and senate. Act March 11, 1874.)

The commissioner has "general supervision of all railroads in the State." It is his duty to prosecute any company violating any of the State laws. He prescribes a form upon which the several railroad corporations make annual returns to him verified by oath.

He has power to examine witnesses, administer oaths, and send for persons or papers, and at any and all times may have access to all books and papers in any railroad office in the State.

The commissioner makes an annual report to the Governor of his official action.

Railroads are divided into three classes, and passenger rates fixed at 3, 3½, and 4 cents per mile.

Freights are divided into four general and seven special classes, and maximum rates fixed for each class.

Section 1798 of the Revised Statutes prohibits any discrimination in rates of transportation or other privileges in favor of or against any person, company, or corporation.

APPENDIX 8.

LAWS OF THE UNITED STATES AFFECTING PACIFIC RAILROADS.

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ACT OF JULY 25, 1866.

CHAP. CCXLVI.—An act to authorize the construction of certain bridges, and to establish them as post roads. 14 Stat., 244.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for any person or persons, company or corporation, having authority from the States of Illinois and Missouri for such purpose, to build a bridge across the Mississippi River at Quincy, Illinois, and to lay on and over said bridge railroad tracks, for the more perfect connection of any railroads that are or shall be constructed to the said river at or opposite said point and that when constructed all trains of all roads terminating at said river, at or opposite said point, shall be allowed to cross said bridge for reasonable compensation, to be made to the owners of said bridge, under the limitations and conditions hereinafter provided. And in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river, the cause may be tried before the district court of the United States of any State in which any portion of said obstruction or bridge touches.

SEC. 2. And be it further enacted, That any bridge built under the provisions of this act may, at the option of the company building the same, be built as a drawbridge, with a pivot or other form of draw, or with unbroken or continuous spans: *Provided,* That if the said bridge shall be made with unbroken and continuous spans, it shall not be of less elevation in any case than fifty feet above extreme high-water mark, as understood at the point of location, to the bottom chord of the bridge, nor shall the spans of said bridge be less than two hundred and fifty feet in length, and the piers of said bridge shall be parallel with the current of the river, and the main span shall be over the main channel of the river and not less than three hundred feet in length: *And provided also,* That if any bridge built under this act shall be constructed as a drawbridge, the same shall be constructed as a pivot drawbridge with a draw over the main channel of the river at an accessible and navigable point, and with spans of not less than one hundred and sixty feet in length in the clear on each side of the cen-

Bridge may be built across the Mississippi River at Quincy, Ill., and railroad tracks laid thereon.

Trains may cross for compensation.

Question of obstruction to navigation may be tried where.

Bridge may be built with draw or unbroken spans.

Height if made with unbroken spans.

Length of spans.

Pivot draw-bridge, with draw over main channel, and spans, &c.

Draw to be opened promptly except, &c. **SEC. 2.** *And be it further enacted,* That the draw of the bridge shall be opened promptly upon reasonable signal for the passage of boats, whose construction shall not be such as to admit of their passage under the permanent spans of said bridge, except when trains are passing over the same; but in no case shall unnecessary delay occur in opening the said draw during or after the passage of trains.

Bridges constructed according to this act to be lawful structures and post-routes.

Rates of toll.

Chicago, Burlington and Quincy Railroad Company may build a railroad bridge across the Mississippi, if, &c.

Bridge may be built across the river at Hannibal, Mo.

Between Prairie du Chien and North McGregor.

Between Keokuk and Hamilton.

Between Winona and opposite bank of river, if, &c.

This bridge made a post-road.

Between Dunleith and Dubuque, if, &c.

At the city of Kansas.

Between the city of Saint Louis and East Saint Louis.

SEC. 3. *And be it further enacted,* That any bridge constructed under this act, and according to its limitations, shall be a lawful structure, and shall be recognized and known as a post route; upon which, also, no higher charge shall be made for the transmission over the same of the mails, the troops, and the munitions of war of the United States, than the rate per mile paid for their transportation over the railroads or public highways leading to the said bridge.

SEC. 4. *And be it further enacted,* That it shall be lawful for the Chicago, Burlington and Quincy Railroad Company, a corporation whose road has been completed to the Mississippi River, and connects with a railroad on the opposite side thereof, having first obtained authority therefor from the States of Illinois and Iowa, to construct a railroad bridge across said river, upon the same terms, in the same manner, under the same restrictions, and with the same privileges, as is provided for in this act in relation to the bridge at Quincy, Illinois.

SEC. 5. *And be it further enacted,* That a bridge may be constructed at the town of Hannibal, in the State of Missouri, across the Mississippi River, so as to connect the Hannibal and Saint Joseph Railroad with the Pike County and Great Western railroads of Illinois, on the same terms and subject to the same restrictions as contained in this act for the construction of the bridge at Quincy, Illinois.

SEC. 6. *And be it further enacted,* That a bridge may be constructed across the Mississippi River, between Prairie du Chien, in the State of Wisconsin, and North McGregor, in the State of Iowa, with the consent of the legislatures of Wisconsin and Iowa, on the same terms and subject to the same restrictions as are contained in this act for the construction of the bridge at Quincy, Illinois.

SEC. 7. *And be it further enacted,* That the Keokuk and Hamilton Mississippi Bridge Company, a corporation existing under the laws of the State of Iowa, and the Hancock County Bridge Company, a corporation existing under the laws of the State of Illinois, be, and are hereby authorized to construct and maintain a bridge over the Mississippi River between Keokuk, Iowa, and Hamilton, Illinois, of the same character, description, and construction as provided in this act for the bridges at Quincy and Burlington; and the said bridge, in its use and operation, shall be subject to the same restrictions that apply to said bridges at Quincy and Burlington by the terms of this act.

SEC. 8. *And be it further enacted,* That the Winona and Saint Peter Railroad Company, a corporation existing under the laws of the State of Minnesota, is hereby authorized to construct and operate a railroad bridge across the Mississippi River between the city of Winona, in the State of Minnesota, and the opposite bank of the said river, in the State of Wisconsin, with the consent of the legislatures of the States of Minnesota and Wisconsin; and said bridge by this section authorized is hereby declared a post route, and subject to all the terms, restrictions, and requirements contained in the foregoing sections of this act.

SEC. 9. *And be it further enacted,* That a bridge may be constructed and maintained across the Mississippi River between Dunleith, in the State of Illinois, with the consent of said States previously given or hereafter acquired, with the same privileges, upon the same terms, and under the same restrictions as are contained in this act for the construction of a bridge at Quincy, Illinois.

SEC. 10. *And be it further enacted,* That any company authorized by the legislature of Missouri may construct a bridge across the Missouri River at the city of Kansas, upon the same terms and conditions provided for in this act.

SEC. 11. *And be it further enacted,* That the "Saint Louis and Illinois Bridge Company," a corporation organized under an act of the general assembly of the State of Missouri, approved February fifth,

eighteen hundred and sixty-four, and an act amendatory of the same, approved February twentieth, eighteen hundred and sixty-five, and also confirmed in its corporate powers under an act of the legislature of the State of Illinois, approved eighteen hundred and sixty-four, or any other bridge company organized under the laws of the State of Missouri or Illinois, be, and the same is hereby, empowered to erect, maintain, and operate a bridge across the Mississippi River, between the city of Saint Louis, in the State of Missouri, and the city of East Saint Louis, in the State of Illinois, subject to all the conditions contained in said act of incorporation and amendments thereto, and not inconsistent with the following terms and provisions contained in this act. And in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said waters, the cause may be tried before the district court of the United States of any State in which any portion of said obstruction or bridge touches.

Question of obstruction, where may be tried.

SEC. 12. *And be it further enacted*, That the bridge authorized by the preceding section to be built, shall not be a suspension bridge, or draw-bridge, with pivot or other form of draw, but shall be constructed with continuous or unbroken spans and subject to these conditions: First, that the lowest part of the bridge or bottom chord shall not be less than fifty feet above the city directrix at its greatest span. Second, that it shall have at least one span five hundred feet in the clear, or two spans of three hundred and fifty feet in the clear of abutments. If the two latter spans be used, the one over the main steamboat channel shall be fifty feet above the city directrix, measured to the lowest part of the bridge at the center of the span. Third, no span over the water at low-water mark, shall be less than two hundred feet in the clear of abutments.

Bridge to be built with unbroken spans.

Condition. Height and length of spans.

SEC. 13. *And be it further enacted*, That the right to alter or amend this act, so as to prevent or remove all material obstructions to the navigation of said river by the construction of bridges, is hereby expressly reserved.

Act may be altered, &c.

ACT OF JUNE 16, 1874.

CHAP. 285.—An act making appropriations for the support of the Army for the fiscal year ending June thirtieth, eighteen hundred and seventy-five, and for other purposes.

18 Stat., 74.

That no part of the money appropriated by this act shall be paid to any railroad company for the transportation of any property or troops of the United States over any railroad which, in whole or in part, was constructed by the aid of a grant of public land on the condition that such railroad should be "a public highway for the use of the Government of the United States, free from toll or other charge," or upon any other conditions for the use of such road, for such transportation; nor shall any allowance be made out of any money appropriated by this act for the transportation of officers of the Army over any such road when on duty and under orders as a military officer of the United States. But nothing herein contained shall be construed as preventing any such railroad from bringing a suit in the Court of Claims for the charges for such transportation, and recovering for the same, if found entitled thereto by virtue of the laws in force prior to the passage of this act.

No money to be paid to railroad companies for transportation of property or troops over roads constructed by aid of grants of public lands, &c.

No allowance to be made for the transportation of officers on duty, &c., over such roads.

Railroad companies may bring suit in Court of Claims.

ACT OF MARCH 3, 1875.

CHAP. 133.—An act making appropriations for the support of the Army for the fiscal year ending June thirtieth, eighteen hundred and seventy-six, and for other purposes.

18 Stat., 453.

Provided, That no money shall hereafter be paid to any railroad company for the transportation of any property or troops of the United States over any railroad which, in whole or in part, was constructed by the aid of a grant of public land, on the condition that such railroad should be a public highway for the use of the Government of the United States, free from toll or other charge, or upon any other conditions for the use of such road, for such transportation; nor shall any allowance be made for the transportation of officers of the Army over any such road

No payment for transportation of troops, &c., to railroads receiving land-grants, &c.

No allowance for transportation of officers on duty.

Right of companies to sue in Court of Claims.

Statute of limitations.
Appeal.
Proviso.

when on duty and under orders as military officers of the United States. But nothing herein contained shall be construed as preventing any such railroad from bringing a suit in the Court of Claims for the charges for such transportation, and recovering for the same if found entitled thereto, by virtue of the laws in force prior to the passage of this act; provided that the claim for such charges shall not have been barred by the statute of limitations at the time of bringing the suit, and either party shall have the right of appeal to the Supreme Court of the United States: *And provided further*, That the foregoing provision shall not apply for the current fiscal year, nor thereafter, to roads where the sole condition of transportation is that the company shall not charge the Government higher rate than they do individuals for like transportation, and when the Quartermaster-General shall be satisfied that this condition has been faithfully complied with.

ACT OF JUNE 19, 1878.

20 Stat., 169.

CHAP. 316.—An act to create an Auditor of Railroad Accounts, and for other purposes.*

Repeal of prior laws.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section twenty of the act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes," approved July first anno Domini eighteen hundred and sixty-two, and the act entitled "An act relative to filing reports of railroad companies" approved June twenty-fifth, anno Domini eighteen hundred and sixty-eight, be, and the same are hereby, repealed.

Organization of bureau.

SEC. 2. That the office of Auditor of Railroad Accounts is hereby established as a bureau of the Interior Department. The said Auditor shall be appointed by the President of the United States, by and with the advice and consent of the Senate. The annual salary of the said Auditor shall be, and is hereby, fixed at the sum of five thousand dollars. To assist the said Auditor to perform the duties of said office, the Secretary of the Interior shall appoint one bookkeeper at an annual salary of two thousand four hundred dollars, one assistant bookkeeper at an annual salary of two thousand dollars, one clerk at an annual salary of one thousand four hundred dollars, and one copyist at an annual salary of nine hundred dollars. Actual and necessary traveling and other expenses incurred in visiting the offices of the railroad companies hereinafter described, and for which vouchers shall be rendered, are hereby allowed, not to exceed the sum of two thousand dollars per annum; and it is hereby specially provided that each of said railroad companies shall furnish transportation over its own road, without expense to the United States, for the said Auditor, or any person acting under his direction. Incidental expenses for books, stationery, and other material necessary for the use of said bureau are hereby allowed, not to exceed the sum of seven hundred dollars per annum. And the sum of twelve thousand dollars is hereby appropriated for the uses and purposes of this act for the fiscal year ending June thirtieth, anno Domini, eighteen hundred and seventy-nine.

Duties of Auditor.

SEC. 3. That the duties of the said Auditor under and subject to the direction of the Secretary of the Interior shall be, to prescribe a system of reports to be rendered to him by the railroad companies whose roads are in whole or in part west, north, or south of the Missouri River, and to which the United States have granted any loan or credit or subsidy in bonds or lands; to examine the books and accounts of each of said railroad companies once in each fiscal year, and at such other times as may be deemed by him necessary to determine the correctness of any report received from them; to assist the Government directors of any of said railroad companies in all matters which come under their cognizance whenever they may officially request such assistance; to see that the laws relating to said companies are enforced; to furnish such information to the several departments of the Government in regard to tariffs for freight and passengers and in regard to the accounts of said railroad companies as may be by them required, or, in the absence of

* Title changed to Commissioner of Railroads. Act March 3, 1881 (20 Stat., 409).

any request therefor, as he may deem expedient for the interest of the Government; and to make an annual report to the Secretary of the Interior, on the first day of November, on the condition of each of said railroad companies, their road, accounts, and affairs, for the fiscal year ending June thirtieth immediately preceding.

SEC. 4. That each and every railroad company aforesaid which has received from the United States any bonds of the said United States, issued by way of loan to aid in constructing or furnishing its road, or which has received from the United States any lands granted to it for a similar purpose, shall make to the said Auditor any and all such reports as he may require from time to time and shall submit its books and records to the inspection of said Auditor or any person acting in his place and stead, at any time that the said Auditor may request, in the office where said books and records are usually kept; and the said Auditor, or his authorized representative, shall make such transcripts from the said books and records as he may desire. R. R. companies to report, &c.

SEC. 5. That if any railroad company aforesaid shall neglect or refuse to make such reports as may be called for, or refuse to submit its books and records to inspection, as provided in section four of this act, such neglect or refusal shall operate as a forfeiture, in each case of such neglect or refusal, of a sum not less than one thousand nor more than five thousand dollars, to be recovered by the Attorney-General of the United States in the name and for the use and benefit of the United States; and it shall be the duty of the Secretary of the Interior, in all such cases of neglect or refusal as aforesaid, to inform the Attorney-General of the facts, to the end that such forfeiture or forfeitures may be judicially enforced. Penalty for neglect or refusal.

SEC. 6. This act shall apply to any and all persons or corporations into whose hands either of said railroads may lawfully come, as well as to the original companies. Application of act.

SEC. 7. This act shall take effect on and after the first day of July, anno Domini eighteen hundred and seventy-eight. Date of effect.

ACT OF MARCH 3, 1879.

AN ACT making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and seventy-nine, and for prior years, and for those heretofore treated as permanent, and for other purposes. 20 Stat., 420.

POST-OFFICE DEPARTMENT.

* * * * *

That for the proper adjustment of the accounts of the Union Pacific, Central Pacific, Kansas Pacific, Western Pacific, and Sioux City and Pacific Railroad Companies, respectively, for services which have been or may be hereafter performed for the Government for transportation of the Army and transportation of the mails, the Secretary of the Treasury is hereby authorized to make such entries upon the books of the Department as will carry to the credit of said companies the amount so earned or to be earned by them during each fiscal year and withheld under the provisions of section fifty-two hundred and sixty of the Revised Statutes and of the act of Congress approved May seventh, eighteen hundred and seventy-eight: *Provided*, That this shall not authorize the expenditure of any money from the Treasury nor change the method now provided by law for the auditing of such claims against the Government: *Provided further*, That this paragraph shall not be so construed as to be a disposition of any moneys due to or to become due to or from said companies respectively, or to, in any way, affect their rights or duties or the rights of the United States, under existing laws, it being only intended hereby to enable the proper accounting officers to state on the books of the Treasury the accounts between the Government and said companies respectively. Settlement of accounts of Pacific Railways.
R. S. 5260.
1878, ch. 75,
ante, 44.
Proviso.
No change of rights, &c.

* * * * *

ACT OF DECEMBER 15, 1880.

- 21 Stat., 311. AN ACT to authorize the Secretary of the Interior to dispose of a part of the Fort Dodge Military Reservation to actual settlers under the provisions of the homestead laws, and for other purposes.

Whereas, that portion of the Fort Dodge Military Reservation hereinafter described is no longer needed for military purpose; therefore

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be the duty of the Secretary of the Interior to cause all that portion of the Fort Dodge Military Reservation, in the State of Kansas, being and lying north of land owned and occupied by the Atchison, Topeka and Santa Fé Railroad Company for right of way for its railroad; and to cause the same to be surveyed, sectionized, and subdivided as other public lands, and after said survey to offer said lands to actual settlers only, under and in accordance with the homestead laws of the United States: *Provided,*

Portion of Fort Dodge Military Reservation, in Kansas, opened up to actual settlers.

That the said Atchison, Topeka and Santa Fé Railroad Company shall have the right to purchase such portion of said reservation as it may need for its use adjoining that now owned by it, not exceeding one hundred and sixty acres, by paying therefor the price at which the same may be appraised under the direction of the Secretary of the Interior.

ACT OF JANUARY 13, 1881.

- 21 Stat., 315. AN ACT for the relief of certain settlers on restored railroad lands.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all persons who shall have settled and made valuable and permanent improvements upon any odd numbered section of land within any railroad withdrawal in good faith and with the permission or license of the railroad company for whose benefit the same shall have been made, and with the expectation of purchasing of such company the land so settled upon, which land so settled upon and improved, may, for any cause, be restored to the public domain, and who, at the time of such restoration, may not be entitled to enter and acquire title to such land under the pre-emption, homestead, or timber-culture acts of the United States, shall be permitted, at any time within three months after such restoration, and under such rules and regulations as the Commissioner of the General Land Office may prescribe, to purchase not to exceed one hundred and sixty acres in extent of the same by legal subdivisions, at the price of two dollars and fifty cents per acre, and to receive patents therefor.

ACT OF MARCH 1, 1881.

- 21 Stat., 375. AN ACT making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1882, and for other purposes.

Railway post-office car service. Penalty for not providing railway post-office cars.

R. S. 4002, 1876, Ch. 179; 19 Stat., 78.

For railway post-office car service, one million four hundred and twenty-six thousand dollars. And hereafter when any railroad company fail or refuse to provide railway post-office cars when required by the Post-Office Department, or shall fail or refuse to provide suitable safety-heaters and safety-lamps therefor, with such number of saws and axes to each car for use in case of accident as may be required by the Post-Office Department, said company shall have its pay reduced ten per centum on the rates fixed in section four thousand and two of the Revised Statutes, as amended by act of July twelfth, eighteen hundred and seventy-six, entitled "An act making appropriations for the service of the Post-Office Department for the fiscal year ending June thirtieth, eighteen hundred and seventy-seven, and for other purposes," and as further amended by the act of June seventeen, eighteen hundred and seventy-eight, entitled "An act making appropriations for the service of the Post-Office Department for the fiscal year ending June thirtieth, eighteen hundred and seventy-nine, and for other purposes."

ACT OF JUNE 30, 1882.

AN ACT making appropriations for the support of the Army for the fiscal year ending June 30, 1883, and for other purposes. 22 Stat., 120.

For the payment for Army transportation lawfully due such land-grant railroads as have not received aid in Government bonds, to be adjusted by the proper accounting officers in accordance with the decisions of the Supreme Court in cases decided under such land-grant acts, but in no case shall more than fifty per centum of the full amount of the service be paid, one hundred and twenty-five thousand dollars: *Provided*, That such compensation shall be computed upon the basis of the tariff rates for like transportation performed for the public at large, and shall be accepted as in full for all demands for said services: *And provided further*, That any such land-grant roads as shall file with the Secretary of the Treasury their written acceptance of this provision shall hereafter be paid for like services as herein provided; and all accounts of such railroads for services heretofore rendered shall be audited and paid as herein provided upon application of such roads and their acceptance of such sum in full of all claims for such services; and all laws inconsistent herewith are hereby repealed. Payment to land-grant railroads for transportation.

ACT OF AUGUST 2, 1882.

CHAP. 372.—An act creating the Oregon Short-Line Railway Company a corporation in the Territories of Utah, Idaho, and Wyoming, and for other purposes. 22 Stat., 185.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Oregon Short-Line Railway Company, a corporation of that name duly incorporated and organized under the laws of the Territory of Wyoming, the amended articles of incorporation of which were duly filed in the office of the secretary of the said Territory on the twelfth day of July, anno Domini eighteen hundred and eighty-one, be, and the same is hereby, made a railway corporation in the Territories of Utah, Idaho, and Wyoming, under the same conditions and limitations and with the same rights and privileges that it now has and enjoys under said articles of incorporation within the said Territory of Wyoming, and with all the rights and privileges within said Territories of Wyoming, Utah, and Idaho, which are secured to railway companies by the act of Congress approved the third day of March, anno Domini eighteen hundred and seventy-five, entitled "An act granting to railroads the right of way through the public lands of the United States": *Provided*, That the said corporation shall at all times hereafter be subject to all the laws and regulations of the United States in relation to railroads, or of any Territory or State through which its line of road may pass. And suits against said corporation may be instituted in the courts of said Territories, or either of them having jurisdiction by the laws of such Territory. Oregon Short-Line Railway Company created a railway corporation in Territories of Utah, Idaho, and Wyoming, with rights, &c.

18 Stat., 482.
Proviso.

SEC. 2. That Congress may at any time add to, alter, or repeal this act. Right to alter amend, &c.

APPENDIX 4.

PACIFIC RAILROAD ACTS.

Laws of the United States relating to the Union Pacific Railway, Central Pacific Railroad, Northern Pacific Railroad, the Atlantic and Pacific Railroad, the Texas and Pacific Railway, the Southern Pacific Railroad, the California and Oregon Railroad, the Oregon and California Railroad, and the Oregon Central Railroad Companies.

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ACT OF 1862.

AN ACT to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes.

1 Stat., 489.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Walter S. Burgess, William P. Blodgett, Benjamin H. Cheever, Charles Fosdick Fletcher, of Rhode Island; * * * together with five commissioners to be appointed by the Secretary of the Interior, and all persons who shall or may be associated with them, and their successors, are hereby created and erected into a body corporate and politic in deed and in law, by the name, style, and title of "The Union Pacific Railroad Company;" and by that name shall have perpetual succession, and shall be able to sue and to be sued, plead and be impleaded, defend and be defended, in all courts of law and equity within the United States, and may make and have a common seal; and the said corporation is hereby authorized and empowered to lay out, locate, construct, furnish, maintain, and enjoy a continuous railroad and telegraph, with the appurtenances, from a point on the one hundredth meridian of longitude west from Greenwich, between the south margin of the Valley of the Republican River and the north margin of the Valley of the Platte River, in the Territory of Nebraska, to the western boundary of Nevada Territory, upon the route and terms hereinafter provided, and is hereby vested with all the powers, privileges, and immunities necessary to carry into effect the purposes of this act as herein set forth. The capital stock of said company shall consist of one hundred thousand shares of one thousand dollars each, which shall be subscribed for and held in not more than two hundred shares by any one person, and shall be transferable in such manner as the by-laws of said corporation shall provide. The persons hereinbefore named, together with those to be appointed by the Secretary of the Interior, are hereby constituted and appointed commissioners, and such body shall be called the Board of Commissioners of the Union Pacific Railroad and Telegraph Company, and twenty-five shall constitute a quorum for the transaction of business. The first meeting of said Board shall be held at Chicago at such time as the commissioners from Illinois herein named shall appoint, not more than three nor less than one month after the passage of this act, notice of which shall be given by them to the other commissioners by depositing a call thereof in the post-office at Chicago, post-paid, to their address at least forty days before said meeting, and also by publishing said notice in one daily newspaper in each of the cities of Chicago and Saint Louis. Said Board shall organize by the choice from its number of a president, secretary, and treasurer, and they shall require from said treasurer such bonds as may be deemed proper, and may from time to time increase the amount thereof as they may deem proper. It shall be the duty of said Board of Commissioners to open books, or cause books to be opened, at such times and in such principal cities in the United States as they or a quorum of them shall determine, to receive subscriptions to the capital stock of said corporation, and a cash payment of ten per centum on all subscriptions, and to receipt therefor. So soon as two thousand shares shall be in good faith subscribed for, and ten dollars per share actually paid into the treasury of the company, the said president and secretary of said Board of Commissioners shall appoint a time and place for the first meeting of the subscribers to the stock of said company, and shall give notice thereof in at least one newspaper in each State in which subscription books have been opened at least thirty days previous to the day of meeting, and such subscribers as shall attend the meeting so called, either in person or by proxy, shall then and there elect by ballot not less than thirteen directors for said corporation; and in such election each share of said capital shall entitle the owner thereof to one vote. The president and secretary of the Board of Commissioners shall act as inspectors of said election, and shall certify under their hands the names of the directors elected at said meeting; and the said commissioner, treasurer, and secretary shall then deliver over to said directors all the properties, subscription books, and other books in their possession, and thereupon the duties of said commissioners and the officers previously appointed by them shall cease and determine forever, and thereafter the stockholders shall constitute said body politic and corporate. At the time of the first and each triennial election of directors by the stockholders two additional directors shall

Name and title.

Location, &c.

Amt. and number of shares of stock altered in sec. 1, act 1864.

Comm'rs, how appointed and to hold meeting.

Treasurer to give bonds, &c.

Books to be kept open. See sec. 2, 1864.

Comm'rs to call meeting of stockholders.

To elect directors. See sec. 13, act of 1864.

Books and property to be delivered to directors.

Two directors to be appointed by the President of the U. S.

be appointed by the President of the United States, who shall act with the body of directors, and to be denominated directors on the part of the Government; any vacancy happening in the Government directors at any time may be filled by the President of the United States. The directors to be appointed by the President shall not be stockholders in the Union Pacific Railroad Company. The directors so chosen shall, as soon as may be after their election, elect from their own number a president and vice-president, and shall also elect a treasurer and secretary. No person shall be a director in said company unless he shall be a bona fide owner of at least five shares of stock in the said company, except the two directors to be appointed by the President as aforesaid. Said company, at any regular meeting of the stockholders called for that purpose, shall have power to make by-laws, rules, and regulations as they shall deem needful and proper, touching the disposition of the stock, property, estate, and effects of the company, not inconsistent herewith, the transfer of shares, the term of office, duties, and conduct of their officers and servants, and all matters whatsoever which may appertain to the concerns of said company; and the said Board of Directors shall have power to appoint such engineers, agents, and subordinates as may from time to time be necessary to carry into effect the object of this act, and to do all acts and things touching the location and construction of said road and telegraph. Said directors may require payments of subscriptions to the capital stock, after due notice, at such times and in such proportions as they shall deem necessary to complete the railroad and telegraph within the time in this act prescribed. Said president, vice-president, and directors shall hold their office for three years, and until their successors are duly elected and qualified, or for such less time as the by-laws of the corporation may prescribe; and a majority of said directors shall constitute a quorum for the transaction of business. The secretary and treasurer shall give such bonds, with such security, as the said board shall from time to time require, and shall hold their offices at the will and pleasure of the directors. Annual meetings of the stockholders of the said corporation, for the choice of officers (when they are to be chosen) and for the transaction of annual business, shall be holden at such time and place and upon such notice as may be prescribed in the by-laws.

By act of 1864 altered to five. See sec. 13, 1864. **Amended by sec. 1, 1864.** **Company make by-laws.** **Directors to appoint agents, &c.** **Directors to require payment of subscriptions. Sec. 2, act of 1864.** **Officers to hold for three years altered by sec. 13, 1864.** **Right of way granted. See sec. 3, 1864.** **U. S. to extinguish Indian titles. Sec. 18, 1864.** **Land grants—alternate sections.** **Changed to TEN by sec. 4, 1864.** **Changed to TWENTY. Sec. 4, 1864.** **Minerals and timber. Sec. 4, 1864.** **On completion of forty miles changed to**

SEC. 2. *And be it further enacted,* That the right of way through the public lands be, and the same is hereby, granted to said company for the construction of said railroad and telegraph line; and the right, power, and authority is hereby given to said company to take from the public lands adjacent to the line of said road, earth, stone, timber, and other materials for the construction thereof; said right of way is granted to said railroad to the extent of two hundred feet in width on each side of said railroad where it may pass over the public lands, including all necessary grounds for stations, buildings, workshops, and depots, machine shops, switches, side tracks, turntables, and water stations. The United States shall extinguish as rapidly as may be the Indian titles to all lands falling under the operation of this act and required for the said right of way and grants hereinafter made.

SEC. 3. *And be it further enacted,* That there be, and is hereby, granted to the said company, for the purpose of aiding in the construction of said railroad and telegraph line, and to secure the safe and speedy transportation of the mails, troops, munitions of war, and public stores thereon, every alternate section of public land, designated by odd numbers, to the amount of five alternate sections per mile on each side of said railroad, on the line thereof, and within the limits of ten miles on each side of said road, not sold, reserved, or otherwise disposed of by the United States, and to which a preëmption or homestead claim may not have attached, at the time the line of said road is definitely fixed: *Provided,* That all mineral lands shall be excepted from the operation of this act; but where the same shall contain timber, the timber thereon is hereby granted to said company. And all such lands so granted by this section, which shall not be sold or disposed of by said company within three years after the entire road shall have been completed, shall be subject to settlement and preëmption, like other lands, at a price not exceeding one dollar and twenty-five cents per acre, to be paid to said company.

SEC. 4. *And be it further enacted,* That whenever said company shall have completed forty consecutive miles of any portion of said railroad and telegraph line, ready for the service contemplated by this act, and

supplied with all necessary drains, culverts, viaducts, crossings, sidings, bridges, turnouts, watering places, depots, equipment, furniture, and all other appurtenances of a first-class railroad, the rails and all the other iron used in the construction and equipment of said road to be American manufacture of the best quality, the President of the United States shall appoint three commissioners to examine the same and report to him in relation thereto; and if it shall appear to him that forty consecutive miles of said railroad and telegraph line have been completed and equipped in all respects as required by this act, then, upon certificate of said commissioners to that effect, patents shall issue conveying the right and title to said lands to said company, on each side of the road as far as the same is completed, to the amount aforesaid; and patents shall in like manner issue as each forty miles of said railroad and telegraph line are completed, upon certificate of said commissioners. Any vacancies occurring in said board of commissioners by death, resignation, or otherwise, shall be filled by the President of the United States: *Provided, however,* That no such commissioners shall be appointed by the President of the United States unless there shall be presented to him a statement, verified on oath by the president of said company, that such forty miles have been completed, in the manner required by this act, and setting forth with certainty the points where such forty miles begin and where the same end; which oath shall be taken before a judge of a court of record.

And patents of land to issue.

Vacancies in comm'rs. See sec. 8, act of 1864.

SEC. 5. *And be it further enacted,* That for the purposes herein mentioned the Secretary of the Treasury shall, upon the certificate in writing of said commissioners of the completion and equipment of forty consecutive miles of said railroad and telegraph, in accordance with the provisions of this act, issue to said company bonds of the United States of one thousand dollars each, payable in thirty years after date, bearing six per centum per annum interest, (said interest payable semi-annually,) which interest may be paid in United States treasury notes or any other money or currency which the United States have or shall declare lawful money and a legal tender, to the amount of sixteen of said bonds per mile for such section of forty miles; and to secure the repayment to the United States, as hereinafter provided, of the amount of said bonds so issued and delivered to said company, together, with all interest thereon which shall have been paid by the United States, the issue of said bonds and delivery to the company shall *ipso facto* constitute a first mortgage on the whole line of the railroad and telegraph, together with the rolling stock, fixtures and property of every kind and description, and in consideration of which said bonds may be issued; and on the refusal or failure of said company to redeem said bonds, or any part of them, when required so to do by the Secretary of the Treasury, in accordance with the provisions of this act, the said road, with all the rights, functions, immunities, and appurtenances thereunto belonging, and also all lands granted to the said company by the United States, which, at the time of said default, shall remain in the ownership of the said company, may be taken possession of by the Secretary of the Treasury, for the use and benefit of the United States: *Provided,* This section shall not apply to that part of any road now constructed.

Government bonds. See sec. 8, act 1864, also sec. 10.

Now 20 miles. Sec. 10, 1864.

See sec. 11 of this act, for 32,000 and \$48,000 per mile.

Lien of U. S. bonds made subordinate. See sec. 10, act of 1864.

See sec. 10, act 1864.

SEC. 6. *And be it further enacted,* That the grants aforesaid are made upon condition that said company shall pay said bonds at maturity, and shall keep said railroad and telegraph line in repair and use, and shall at all times transmit dispatches over said telegraph line, and transport mails, troops, and munitions of war, supplies, and public stores upon said railroad for the Government, whenever required to do so by any department thereof, and that the Government shall at all times have the preference in the use of the same for all the purposes aforesaid, (at fair and reasonable rates of compensation, not to exceed the amounts paid by private parties for the same kind of service;) and all compensation for services rendered for the Government shall be applied to the payment of said bonds and interest until the whole amount is fully paid. Said company may also pay the United States, wholly or in part, in the same or other bonds, treasury notes, or other evidences of debt against the United States, to be allowed at par; and after said road is completed, until said bonds and interest are paid, at least five per centum of the net earnings of said road shall also be annually applied to the payment hereof.

Modified. See sec. 5, act of 1864. Bonds, when and how paid.

Fair and reasonable rates of compensation.

Government transportation — half to be paid in cash. See sec. 5, act of 1864.

Five per cent. net earnings.

SEC. 7. *And be it further enacted,* That said company shall file their assent to this act, under the seal of said company, in the Department

Assent of company to be filed, &c.

Time of completion extended.
See sec. 6, 1864.

See sec. 4, act 1864. Map, &c., designating route to be filed, &c.

Lands designated, &c.

From 100th meridian to Nevada.

See sec. 10 of this act.

Kansas Co. to construct road, &c.

Central Pacific R. R. Co., of California, authorized to construct road on same terms and conditions.

Time of doing work, &c.

of the Interior, within one year after the passage of this act, and shall complete said railroad and telegraph from the point of beginning as herein provided, to the western boundary of Nevada territory before the first day of July, one thousand eight hundred and seventy-four; *Provided*, That within two years after the passage of this act said company shall designate the general route of said road, as near as may be, and shall file a map of the same in the Department of the Interior, whereupon the Secretary of the Interior shall cause the lands within fifteen miles of said designated route or routes to be withdrawn from preëmption, private entry, and sale; and when any portion of said route shall be finally located, the Secretary of the Interior shall cause the said lands hereinbefore granted to be surveyed and set off as fast as may be necessary for the purposes herein named: *Provided*, That in fixing the point of connection of the main trunk with the eastern connections, it shall be fixed at the most practicable point for the construction of the Iowa and Missouri branches, as hereinafter provided.

SEC. 8. *And be it further enacted*, That the line of said railroad and telegraph shall commence at a point on the one hundredth meridian of longitude west from Greenwich, between the south margin of the valley of the Republican River and the north margin of the valley of the Platte River, in the territory of Nebraska, at a point to be fixed by the President of the United States, after actual surveys; thence running westerly upon the most direct, central, and practicable route, through the territories of the United States, to the western boundary of the territory of Nevada, there to meet and connect with the line of the Central Pacific Railroad Company of California.

SEC. 9. *And be it further enacted*, That the Leavenworth, Pawnee and Western Railroad Company of Kansas are hereby authorized to construct a railroad and telegraph line, from the Missouri River, at the mouth of the Kansas River, on the south side thereof, so as to connect with the Pacific Railroad of Missouri, to the aforesaid point, on the one hundredth meridian of longitude west from Greenwich, as herein provided, upon the same terms and conditions in all respects as are provided in this act for the construction of the railroad and telegraph line first mentioned, and to meet and connect with the same at the meridian of longitude aforesaid; and in case the general route or line of road from the Missouri River to the Rocky Mountains should be so located as to require a departure northwardly from the proposed line of said Kansas Railroad before it reaches the meridian of longitude aforesaid, the location of said Kansas road shall be made so as to conform thereto; and said railroad through Kansas shall be so located between the mouth of the Kansas River, as aforesaid, and the aforesaid point, on the one hundredth meridian of longitude, that the several railroads from Missouri and Iowa, herein authorized to connect with the same, can make connection within the limits prescribed in this act, provided the same can be done without deviating from the general direction of the whole line to the Pacific coast. The route in Kansas, west of the meridian of Fort Riley, to the aforesaid point, on the one hundredth meridian of longitude, to be subject to the approval of the President of the United States, and to be determined by him on actual survey. And said Kansas company may proceed to build said railroad to the aforesaid point, on the one hundredth meridian of longitude west from Greenwich, in the territory of Nebraska. The Central Pacific Railroad Company of California, a corporation existing under the laws of the State of California, are hereby authorized to construct a railroad and telegraph line from the Pacific coast, at or near San Francisco, or the navigable waters of the Sacramento River to the eastern boundary of California, upon the same terms and conditions, in all respects, as are contained in this act for the construction of said railroad and telegraph line first mentioned, and to meet and connect with the first mentioned railroad and telegraph line on the eastern boundary of California. Each of said companies shall file their acceptance of the conditions of this act in the Department of the Interior within six months after the passage of this act.

SEC. 10. *And be it further enacted*, That the said company chartered by the State of Kansas shall complete one hundred miles of their said road, commencing at the mouth of the Kansas River aforesaid, within two years after filing their assent to the conditions of this act, as herein provided, and one hundred miles per year thereafter until the whole is

completed; and the said Central Pacific Railroad Company of California shall complete fifty miles of their said road within two years after filing their assent to the provisions of this act, as herein provided, and fifty miles per year thereafter until the whole is completed; and after completing their roads, respectively, said companies, or either of them, may unite upon equal terms with the first named company in constructing so much of said railroad and telegraph line and branch railroads and telegraph lines in this act hereinafter mentioned, through the territories from the State of California to the Missouri River, as shall then remain to be constructed, on the same terms and conditions as provided in this act in relation to the said Union Pacific Railroad Company. And the Hannibal and Saint Joseph Railroad, the Pacific Railroad Company of Missouri, and the first named company, or either of them, on filing their assent to this act, as aforesaid, may unite upon equal terms, under this act, with the said Kansas company, in constructing said railroad and telegraph, to said meridian of longitude, with the consent of the said State of Kansas; and in case said first named company shall complete their line to the eastern boundary of California before it is completed across said State by the Central Pacific Railroad Company of California, said first named company is hereby authorized to continue in constructing the same through California, with the consent of said State, upon the terms mentioned in this act, until said roads shall meet and connect, and the whole line of said railroad and telegraph is completed; and the Central Pacific Railroad Company of California, after completing its road across said State, is authorized to continue the construction of said railroad and telegraph through the Territories of the United States* to the Missouri River, including the branch roads specified in this act, upon the routes hereinbefore and hereinafter indicated, on the terms and conditions provided in this act in relation to the said Union Pacific Railroad Company, until said roads shall meet and connect, and the whole line of said railroad and branches and telegraph is completed.

Changed to 25 miles. See sec. 5, act 1864.

Companies may unite in building on equal terms. Sec. 13. 1864, also sec. 16 of this act.

Central Pacific R. R. Co. may continue, &c., to meet other road.

Authority confirmed. See sec. 16. act of 1864, last clause. Also sec. 2, 1866.

SEC. 11. *And be it further enacted*, That for three hundred miles of said road most mountainous and difficult of construction, to wit: one hundred and fifty miles westwardly from the eastern base of the Rocky Mountains, and one hundred and fifty miles eastwardly from the western base of the Sierra Nevada Mountains, said points to be fixed by the President of the United States, the bonds to be issued to aid in the construction thereof shall be treble the number per mile hereinbefore provided, and the same shall be issued, and the lands herein granted be set apart, upon the construction of every twenty miles thereof, upon the certificate of the commissioners as aforesaid that twenty consecutive miles of the same are completed; and between the sections last named of one hundred and fifty miles each, the bonds to be issued to aid in the construction thereof shall be double the number per mile first mentioned, and the same shall be issued, and the lands herein granted be set apart, upon the construction of every twenty miles thereof, upon the certificate of the commissioners as aforesaid that twenty consecutive miles of the same are completed: *Provided*, That no more than fifty thousand of said bonds shall be issued under this act to aid in constructing the main line of said railroad and telegraph.

Subsidy bonds, treble over the Rocky and Sierra Nevada Mountains.

Subsidy bonds, double between mountains.

SEC. 12. *And be it further enacted*, That whenever the route of said railroad shall cross the boundary of any State or Territory, or said meridian of longitude, the two companies meeting or uniting there shall agree upon its location at that point, with reference to the most direct and practicable through route, and in case of difference between them as to said location the President of the United States shall determine the said location; the companies named in each State and Territory to locate the road across the same between the points so agreed upon, except as herein provided. The track upon the entire line of railroad and branches shall be of uniform width, to be determined by the President of the United States, so that, when completed, cars can be run from the Missouri River to the Pacific Coast; the grades and curves shall not exceed the maximum grades and curves of the Baltimore and Ohio Railroad; the whole line of said railroad and branches and telegraph shall be operated and used for all purposes of communication, travel, and transportation, so far as the public and Government are concerned, as one connected, continuous line; and the companies herein named in Missouri, Kansas, and California, filing their assent to the provisions of

Location of State lines and 100 meridian.

Track to be of uniform width, &c.

To be used as continuous line, &c.

* See section 6, Act of July 2, 1864. The words "and States intervening" inserted.

this act, shall receive and transport all iron rails, chairs, spikes, ties, timber, and all materials required for constructing and furnishing said first-mentioned line between the aforesaid point, on the one hundredth meridian of longitude and western boundary of Nevada territory, whenever the same is required by said first-named company, at cost, over that portion of the roads of said companies constructed under the provisions of this act.

H. & St. J. road
may be extended,
&c.

SEC. 13. *And be it further enacted*, That the Hannibal and Saint Joseph Railroad Company of Missouri may extend its roads from Saint Joseph via Atchison, to connect and unite with the road through Kansas, upon filing its assent to the provisions of this act, upon the same terms and conditions, in all respects, for one hundred miles in length next to the Missouri River, as are provided in this act for the construction of the railroad and telegraph line first mentioned, and may for this purpose use any railroad charter which has been or may be granted by the legislature of Kansas: *Provided*, That if actual survey shall render it desirable, the said company may construct their road, with the consent of the Kansas legislature, on the most direct and practicable route west from Saint Joseph, Missouri, so as to connect and unite with the road leading from the western boundary of Iowa at any point east of the one hundredth meridian of west longitude, or with the main trunk road at said point; but in no event shall lands or bonds be given to said company, as herein directed, to aid in the construction of their said road for a greater distance than one hundred miles. And the Leavenworth, Pawnee, and Western Railroad Company of Kansas may construct their road from Leavenworth to unite with the road through Kansas.

Iowa road from
western bound-
ary of Iowa.

SEC. 14. *And be it further enacted*, That the said Union Pacific Railroad Company is hereby authorized and required to construct a single line of railroad and telegraph from a point on the western boundary of the State of Iowa, to be fixed by the President of the United States, upon the most direct and practicable route, to be subject to his approval, so as to form a connection with the lines of said company at some point on the one hundredth meridian of longitude aforesaid, from the point of commencement on the western boundary of the State of Iowa, upon the same terms and conditions, in all respects, as are contained in this act for the construction of the said railroad and telegraph first mentioned; and the said Union Pacific Railroad Company shall complete one hundred miles of the road and telegraph in this section provided for, in two years after filing their assent to the conditions of this act, as by the terms of this act required, and at the rate of one hundred miles per year thereafter, until the whole is completed: *Provided*, That a failure upon the part of said company to make said connection in the time aforesaid, and to perform the obligations imposed on said company by this section and to operate said road in the same manner as the main line shall be operated, shall forfeit to the Government of the United States all the rights, privileges, and franchises granted to and conferred upon said company by this act. And whenever there shall be a line of railroad completed through Minnesota or Iowa to Sioux City, then the said Pacific Railroad Company is hereby authorized and required to construct a railroad and telegraph from said Sioux City upon the most direct and practicable route to a point on, and so as to connect with, the branch railroad and telegraph in this section hereinbefore mentioned, or with the said Union Pacific Railroad, said point of junction to be fixed by the President of the United States, not further west than the one hundredth meridian of longitude aforesaid, and on the same terms and conditions as provided in this act for the construction of the Union Pacific Railroad as aforesaid, and to complete the same at the rate of one hundred miles per year; and should said company fail to comply with the requirements of this act in relation to the said Sioux City railroad and telegraph, the said company shall suffer the same forfeitures prescribed in relation to the Iowa branch railroad and telegraph hereinbefore mentioned.

U. P. R. R. Co.
required to con-
struct Sioux City
road. Sec. 16, act
of 1864.

Other compa-
nies may con-
nect, &c.

Word company
explained.

SEC. 15. *And be it further enacted*, That any other railroad company now incorporated, or hereafter to be incorporated, shall have the right to connect their road with the road and branches provided for by this act, at such places and upon such just and equitable terms as the President of the United States may prescribe. Wherever the word company is used in this act it shall be construed to embrace the words their associates, successors, and assigns, the same as if the words had been properly added thereto.

SEC. 16. *And be it further enacted*, That at any time after the passage of this act all of the railroad companies named herein, and assenting hereto, or any two or more of them, are authorized to form themselves into one consolidated company; notice of such consolidation, in writing, shall be filed in the Department of the Interior, and such consolidated company shall thereafter proceed to construct said railroad and branches and telegraph line upon the terms and conditions provided in this act.

Companies authorized to consolidate. See sec. 16, act of 1864. Also sec. 10 of this act.

SEC. 17. *And be it further enacted*, That in case said company or companies shall fail to comply with the terms and conditions of this act, by not completing said road and telegraph and branches within a reasonable time, or by not keeping the same in repair and use, but shall permit the same, for an unreasonable time, to remain unfinished, or out of repair, and unfit for use, Congress may pass any act to insure the speedy completion of said road and branches, or put the same in repair and use, and may direct the income of said railroad and telegraph line to be thereafter devoted to the use of the United States, to repay all such expenditures caused by the default and neglect of such company or companies: *Provided*, That if said roads are not completed, so as to form a continuous line of railroad, ready for use, from the Missouri River to the navigable waters of the Sacramento River, in California, by the first day of July, eighteen hundred and seventy-six, the whole of all of said railroads before mentioned and to be constructed under the provisions of this act, together with all their furniture, fixtures, rolling stock, machine shops, lands, tenements, and hereditaments, and property of every kind and character, shall be forfeited to and be taken possession of by the United States: *Provided*, That of the bonds of the United States in this act provided to be delivered for any and all parts of the roads to be constructed east of the one hundredth meridian of west longitude from Greenwich, and for any part of the road west of the west foot of the Sierra Nevada mountain [s], there shall be reserved of each part and instalment, twenty-five per centum, to be and remain in the United States Treasury, undelivered, until said road and all parts thereof provided for in this act are entirely completed; and of all the bonds provided to be delivered for the said road, between the two points aforesaid, there shall be reserved out of each instalment fifteen per centum, to be and remain in the Treasury until the whole of the road provided for in this act is fully completed; and if the said road or any part thereof shall fail of completion at the time limited therefor in this act, then and in that case the said part of said bonds so reserved shall be forfeited to the United States.

Congress may compel speedy completion of road.

Main lines to be finished in 1876. See sec. 5 and 7, act of 1864.

Repealed. See sec. 7, act of 1864.

SEC. 18. *And be it further enacted*, That whenever it appears that the net earning of the entire road and telegraph, including the amount allowed for services rendered for the United States, after deducting all expenditures, including repairs, and the furnishing, running, and managing of said road, shall exceed ten per centum upon its cost, exclusive of the five per centum to be paid to the United States, Congress may reduce the rates of fare thereon, if unreasonable in amount, and may fix and establish the same by law. And the better to accomplish the object of this act, namely, to promote the public interest and welfare by the construction of said railroad and telegraph line, and keeping the same in working order, and to secure to the Government at all times (but particularly in time of war) the use and benefits of the same for postal, military, and other purposes, Congress, may at any time, having due regard for the rights of said companies named herein, add to, alter, amend, or repeal this act.

Under certain circumstances Congress may reduce rates of fare.

SEC. 19. *And be it further enacted*, That the several railroad companies herein named are authorized to enter into an arrangement with the Pacific Telegraph Company, the Overland Telegraph Company, and the California State Telegraph Company, so that the present line of telegraph between the Missouri River and San Francisco may be moved upon or along the line of said railroad and branches as fast as said roads and branches are built; and if said arrangement be entered into, and the transfer of said telegraph line be made in accordance therewith to the line of said railroad and branches, such transfer shall, for all purposes of this act, be held and considered a fulfilment on the part of said railroad companies of the provisions of this act in regard to the construction of said lines of telegraph. And, in case of disagreement, said telegraph companies are authorized to remove their line of

May arrange with telegraph companies now existing.

See sec. 15, act of 1864.

Companies to
make annual re-
port.

This section re-
pealed (20 Stat.,
169).

telegraph along and upon the line of railroad herein contemplated without prejudice to the rights of said railroad companies named herein.

SEC. 20. *And be it further enacted*, That the corporation hereby created and the roads connected therewith, under the provisions of this act, shall make to the Secretary of the Treasury an annual report wherein shall be set forth—

First. The names of the stockholders and their places of residence, so far as the same can be ascertained ;

Second. The names and residences of the directors, and all other officers of the company ;

Third. The amount of stock subscribed, and the amount thereof actually paid in ;

Fourth. A description of the lines of road surveyed, of the lines thereof fixed upon for the construction of the road, and the cost of such survey ;

Fifth. The amount received from passengers on the road ;

Sixth. The amount received for freight thereon ;

Seventh. A statement of the expense of said road and its fixtures ;

Eighth. A statement of the indebtedness of said company, setting forth the various kinds thereof. Which report shall be sworn to by the president of the said company, and shall be presented to the Secretary of the Treasury on or before the first day of July in each year.

Approved, July 1, 1862.

ACT OF JULY 12, 1862.

12 Stat., 538.

AN ACT to amend an act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the government the use of the same for postal, military, and other purposes," approved, July 1, 1862.

First meeting
of commissioners
on Pacific Rail-
road and Tele-
graph to be held
at Chicago.

Notice.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the first meeting of the commissioners named in the act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the government the use of same for postal, military, and other purposes," approved July second, eighteen hundred and sixty-two, and of the five commissioners directed by said act to be appointed by the Secretary of the Interior, shall be held at Bryan Hall, in the city of Chicago, in the State of Illinois, on the first Tuesday of September next, at twelve o'clock, at noon. A notice of said meeting, to be signed by at least ten of the commissioners named in said act, shall be published at least once a week during the six successive weeks commencing on the twentieth of July, one thousand eight hundred and sixty-two, in one daily newspaper in each of the cities of Boston, New York, Philadelphia, Cincinnati, Chicago, and St. Louis, and no other notice of said meeting shall be requisite.

Approved, July 12, 1862.

ACT OF MARCH 3, 1863.

12 Stat., 807.

AN ACT to establish the gauge of the Pacific Railroad and its branches.

Gauge of Paci-
fic Railroad and
branches.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the gauge of the Pacific Railroad and its branches throughout their whole extent, from the Pacific coast to the Missouri River, shall be, and hereby is, established at four feet eight and one-half inches.

Approved, March 3, 1863.

AMENDMENT OF JULY 2, 1864.

AN ACT to amend an act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the government the use of the same for postal, military, and other purposes," approved July 1, 1862. 13 Stat., 356.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the capital stock of the company entitled the Union Pacific Railroad Company, authorized by the act of which this act is amendatory, shall be in shares of one hundred dollars, instead of one thousand dollars, each; that the number of shares shall be one million, instead of one hundred thousand; and that the number of shares which any person shall hold to entitle him to serve as a director in said company (except the five directors to be appointed by the government) shall be fifty shares instead of five shares; and that every subscriber to said capital stock for each share of one thousand dollars, heretofore subscribed, shall be entitled to a certificate for ten shares for one hundred dollars each; and that the following words in section first of said act, "which shall be subscribed for and held in not more than two hundred shares by any one person," be, and the same are hereby, repealed. Shares of Union Pacific Railroad Company changed from \$1,000 to \$100.

SEC. 2. *And be it further enacted,* That the Union Pacific Railroad Company shall cause books to be kept open to receive subscriptions to the capital stock of said company, (until the entire capital of one hundred millions of dollars shall be subscribed,) at the general office of said company in the city of New York, and in each of the cities of Boston, Philadelphia, Baltimore, Chicago, Cincinnati, and Saint Louis, at such places as may be designated by the President of the United States, and in such other localities as may be directed by him. No subscription for said stock shall be deemed valid unless the subscriber therefor shall, at the time of subscribing, pay or remit to the treasurer of the company an amount per share subscribed by him equal to the amount per share previously paid by the then existing stockholders. The said company shall make assessments upon its stockholders of not less than five dollars per share, and at intervals of not exceeding six months from and after the passage of this act, until the par value of all shares subscribed shall be fully paid; and money only shall be receivable for any such assessment, or as equivalent for any portion of the capital stock hereinbefore authorized. The capital stock of said company shall not be increased beyond the actual cost of said road. And the stock of the company shall be deemed personal property, and shall be transferable on the books of the company, at the general office of said company in the city of New York, or at such other transfer office as the company may establish. Books to be kept open in several cities. See sec. 1, 1862.

SEC. 3. *And be it further enacted,* That the Union Pacific Railroad Company, and all other companies provided for in this act and the act to which this is an amendment, be, and hereby are empowered to enter upon, purchase, take; and hold any lands or premises that may be necessary and proper for the construction and working of said road, not exceeding in width one hundred feet on each side of its center line, unless a greater width be required for the purpose of excavation or embankment; and also any lands or premises that may be necessary and proper for turnouts, standing places for cars, depots, station-house[s], or any other structures required in the construction and operating of said road. And each of said companies shall have the right to cut and remove trees or other materials that might by falling encumber its road-bed, though standing or being more than one hundred feet therefrom. And in case the owner or claimant of such lands or premises and such company cannot agree as to the damages, the amount shall be determined by the appraisal of three disinterested commissioners, who may be appointed upon application by any party to any judge of a court of record in any of the territories in which the lands or premises to be taken lie; and said commissioners, in their assessments of damages, shall appraise such premises at what would have been the value thereof if the road had not been built; and upon return into court of such appraisement, and upon the payment to the clerk thereof of the amount so awarded by the commissioners for the use and benefit of the owner thereof, said premises shall be deemed to be taken by said company, which shall thereby acquire full title to the same for the purposes aforesaid. And either party feeling aggrieved by said assessment may, within thirty days, file an appeal therefrom, and demand a jury of Per cent. to be paid.
Assessments of stockholders.
How paid.
Amount of capital. Stock personal property.
Additional right of way granted. See sec. 2, 1862.
Assessment of damages.
Payment and title.
Appeal.

twelve men to estimate the damage sustained; but such appeal shall not interfere with the rights of said company to enter upon the premises taken, or to do any act necessary in the construction of its road. And said party appealing shall give bonds with sufficient surety or sureties, for the payment of any costs that may arise upon such appeal.

Bonds on appeal. And in case the party appealing does not obtain a more favorable verdict, such party shall pay the whole cost incurred by the appellee, as well as its own. And the payment into court for the use of the owner or claimant, of a sum equal to that finally awarded shall be held to vest in said company the title of said land, and the right to use and occupy the same for the construction, maintaining, and operating of the road of said company. And in case any of the lands to be taken as aforesaid shall be held by any person residing without the territory, or subject to any legal disability, the court may appoint a proper person who shall give bonds with sufficient surety or sureties, for the faithful execution of his trust, and who may represent in court the person disqualified or absent as aforesaid, when the same proceedings shall be had in reference to the appraisement of the premises to be taken, and with the same effect as have been already described. And the title of the company to the land taken by virtue of this act shall not be affected nor impaired by reason of any failure by any guardian to discharge faithfully his trust. And in case it shall be necessary for either of the said companies to enter upon lands which are unoccupied, and of which there is no apparent owner or claimant, it may proceed to take and use the same for the purpose of its said railroad, and may institute proceedings in manner described for the purpose of ascertaining the value of, and acquiring a title to, the same; and the court may determine the kind of notice to be served on such owner or owners, and may in its discretion appoint an agent or guardian to represent such owner or owners in case of his or their incapacity or non-appearance. But in case no claimant shall appear within six years from the time of the opening of said road across any land, all claim to damages against said company shall be barred. It shall be competent for the legal guardian of any infant, or any other person under guardianship, to agree with the proper company as to damages sustained by reason of the taking of any lands of any such person under disability, as aforesaid, for the use as aforesaid; and upon such agreement being made, and approved by the court having supervision of the official acts of said guardian, the said guardian shall have full power to make and execute a conveyance thereof to the said company which shall vest the title thereto in the said company.

Costs of appeal.

Title after appeal.

Absentees and infants.

Unoccupied lands, how acquired.

Damages, how disposed of.

Sec. 3, 1862, amended, doubling grant of land. **SEC. 4.** *And be it further enacted,* That section three of said act be here- by amended by striking out the word "five," where the same occurs in said section, and by inserting in lieu thereof the word "ten;" and by striking out the word "ten," where the same occurs in said section, and by inserting in lieu thereof the word "twenty." And section seven of said act is hereby amended by striking out the word "fifteen," where the same occurs in said section, and inserting in lieu thereof the word "twenty-five." And the term "mineral land," wherever the same occurs in this act, and the act to which this is an amendment, shall not be construed to include coal and iron land. And any lands granted by this act, or the act to which this is an amendment, shall not defeat or impair any pre-emption, homestead, swamp land, or other lawful claim, nor include any government reservation or mineral lands, or the improvements of any bona fide settler, or any lands returned and denominated as mineral lands, and the timber necessary to support his said improvement as a miner or agriculturist, to be ascertained under such rules as have been or may be established by the Commissioner of the General Land Office, in conformity with the provisions of the pre-emption laws: *Provided,* That the quantity thus exempted by the operation of this act, and the act to which this act is an amendment, shall not exceed one hundred and sixty acres for each settler who claims as an agriculturist, and such quantity for each settler who claims as a miner, as the said Commissioner may establish by general regulation: *Pro- vided, also,* That the phrase, "but where the same shall contain timber. the timber thereon is hereby granted to said company," in the proviso to said section three, shall not apply to the timber growing or being on any land farther than ten miles from the center line of any one of said roads or branches mentioned in said act, or in this act. And all lands shall be excluded from the operation of this act, and of the act to which this act is an amendment, which were located, or selected to be located

Sec. 7, 1862, amended, withdrawing land from sale.

Coal and iron not minerals.

Certain lands not to be granted.

160 acres only exempted.

Timber to be company's. Sec. 3, 1862.

Other lands exempted.

under the provisions of an act entitled "An act donating lands to the several States and Territories which may provide colleges for the benefit of agriculture and the mechanic arts," approved July second, eighteen hundred and sixty-two, and notice thereof given at the proper land office.

SEC. 5. *And be it further enacted*, That the time for designating the general route of said railroad, and of filing the map of the same, and the time for the completion of that part of the railroads required by the terms of said act of each company, be, and the same is hereby, extended one year from the time in said act designated; and that the Central Pacific Railroad Company of California shall be required to complete twenty-five miles of their said road in each year thereafter, and the whole to the State line within four years, and that only one-half of the compensation for services rendered for the government by said companies shall be required to be applied to the payment of the bonds issued by the government in aid of the construction of said roads.

Time extended one year. Sec. 10, 1862, amended.

25 miles per year. Four years to State line.

Government to pay one-half for services.

SEC. 6. *And be it further enacted*, That the proviso to section four of said act is hereby modified as follows, viz: And the President of the United States is hereby authorized, at any time after the passage of this act, to appoint for each and every of said roads three commissioners, as provided for in the act to which this is amendatory; and the verified statement of the president of the California company, required by said section four, shall be filed in the office of the United States surveyor-general for the State of California, instead of being presented to the President of the United States; and the said surveyor-general shall thereupon notify the said commissioners of the filing of such statement, and the said commissioners shall thereupon proceed to examine the portion of said railroad and telegraph line so completed, and make their report thereon to the President of the United States, as provided by the act to which this is amendatory. And such statement may be filed, and such railroad and telegraph line be examined and reported on by the said commissioners, and the requisite amount of bonds may be issued and the lands appertaining thereto may be set apart, located, entered, and patented, as provided in this act and the act to which this is amendatory, upon the construction by said railroad company of California of any portion of not less than twenty consecutive miles of their said railroad and telegraph line, upon the certificate of said commissioners that such portion is completed as required by the act to which this is amendatory. And section ten of the act of which this is amendatory is hereby amended by inserting after the words "United States," in the last clause, the words "and States intervening."

Sec. 4, 1862, modified, three commissioners, &c.

Affidavit, &c., of C. P. R. Co. to be filed in California.

Lands patented. See sec. 4, 1862. Also sec. 8, this act.

Sec. 10, 1862, amended.

SEC. 7. *And be it further enacted*, That so much of section seventeen of said act as provides for a reservation by the government of a portion of the bonds to be issued to aid in the construction of the said railroads is hereby repealed. And the failure of any one company to comply fully with the conditions and requirements of this act, and the act to which this is amendatory, shall not work a forfeiture of the rights, privileges, or franchises of any other company or companies that shall have complied with the same.

Reservation of bonds by sec. 17, 1862, repealed.

Failure of one company not to affect others. Sec. 17, 1862, altered.

SEC. 8. *And be it further enacted*, That for the purpose of facilitating the work on said railroad, and of enabling the said company as early as practicable to commence the grading of said railroad in the region of the mountains, between the eastern base of the Rocky Mountains and the western base of the Sierra Nevada Mountains, so that the same may be finally completed within the time required by law, it is hereby provided that whenever the chief engineer of the said company, and said commissioners, shall certify that a certain proportion of the work required to prepare the road for the superstructure on any such section of twenty miles is done (which said certificate shall be duly verified), the Secretary of the Treasury is hereby authorized and required, upon the delivery of such certificate, to issue to said company a proportion of said bonds, not exceeding two-thirds of the amount of bonds authorized to be issued under the provisions of the act, to aid in the construction of such section of twenty miles, nor in any case exceeding two-thirds of the value of the work done, the remaining one-third to remain until the said section is fully completed and certified by the commissioners appointed by the President, according to the terms and provisions of the said act; and no such bonds shall issue to the Union Pacific Railroad Company for work done west of Salt Lake City under this section, more than three hundred miles in advance of the completed continuous line of said railroad from the point of beginning on the one hundredth meridian of longitude.

Partial issue of bonds on uncompleted work.

Sec. 11, 1862, modified.

Two-thirds on graded portions. See sec. 6 of this act.

U. P. R. R. Co. cannot receive for more than 300 miles in advance west of Salt Lake City.

Ferries and bridges.

SEC. 9. *And be it further enacted*, That to enable any one of said corporations to make convenient and necessary connections with other roads, it is hereby authorized to establish and maintain all necessary ferries upon and across the Missouri River and other rivers which its road may pass in its course; and authority is hereby given said corporation to construct bridges over said Missouri River and all other rivers for the convenience of said road: *Provided*, That any bridge or bridges it may construct over the Missouri River, or any other navigable river on the line of said road, shall be constructed with suitable and proper draws for the passage of steamboats, and shall be built, kept, and maintained, at the expense of said company, in such manner as not to impair the usefulness of said rivers for navigation to any greater extent than such

Roads may connect west of initial point.

structures of the most approved character necessarily do: *And provided, further*, That any company authorized by this act to construct its road and telegraph line from the Missouri River to the initial point aforesaid, may construct its road and telegraph line so as to connect with the Union Pacific Railroad at any point westwardly of such initial point, in case such company shall deem such westward connection more practicable or desirable; and in aid of the construction of so much of its road and telegraph line as shall be a departure from the route hereinbefore provided for its road, such company shall be entitled to all the benefits, and be subject to all the conditions and restrictions, of this act:

No increased amount of bonds, &c.

Provided, further, however, That the bonds of the United States shall not be issued to such company for a greater amount than is hereinbefore provided, if the same had united with the Union Pacific Railroad on the 100th degree of longitude; nor shall such company be entitled to receive any greater amount of alternate sections of public lands than are also herein provided.

First mortgage bonds may have lien prior to government.

SEC. 10. *And be it further enacted*, That section five of said act be so modified and amended that the Union Pacific Railroad Company, the Central Pacific Railroad Company, and any other company authorized to participate in the construction of said road, may, on the completion

Sec. 5, 1862, modified.

of each section of said road, as provided in this act and the act to which this act is an amendment, issue their first-mortgage bonds on their respective railroad and telegraph lines to an amount not exceeding the amount of the bonds of the United States, and of even tenor and date, time of maturity, rate and character of interest with the bonds authorized to be issued to said railroad companies respectively. And the

See sec. 1, act of 1865.

lien of the United States bonds shall be subordinate to that of the bonds of any or either of said companies hereby authorized to be issued on their respective roads, property, and equipments, except as to the provisions of the sixth section of the act to which this act is an amendment, relating to the transmission of dispatches and the transportation of mails, troops, munitions of war, supplies, and public stores for the Government of the United States. And said section is further amended by striking out the word "forty," and inserting in lieu thereof the word "on each and every section of not less than twenty."

Lien of U. S. bonds to be subordinate, &c.

20 miles instead of 40 miles, as in sec. 5, act of 1862.

SEC. 11. *And be it further enacted*, That if any of the railroad compa-

Provision for bonds already issued by any companies.

nies entitled to bonds of the United States, or to issue their first-mortgage bonds herein provided for, has, at the time of the approval of this act, issued, or shall thereafter issue, any of its own bonds or securities in such form or manner as in law or equity to entitle the same to priority or preference of payment to the said guaranteed bonds, or said first-mortgage bonds, the amount of such corporate bonds outstanding and unsatisfied, or uncanceled, shall be deducted from the amount of such government and first-mortgaged bonds which the company may be entitled to receive and issue; and such an amount only of such government bonds and such first-mortgage bonds shall be granted or permitted, as added to such outstanding, unsatisfied, or uncanceled bonds of the company shall make up the whole amount per mile to which the company would otherwise have been entitled: *And provided, further*, That before any bonds shall be so given by the United States, the company claiming them shall present to the Secretary of the Treasury an affidavit of the president and secretary of the company, to be sworn to before the judge of a court of record, setting forth whether said company has issued any such bonds or securities, and, if so, particularly describing the same, and such other evidence as the secretary may require, so as to enable him to make the deduction herein required; and such affi-

An affidavit of amount of outstanding company bonds.

affidavit shall then be filed and deposited in the office of the Secretary of the Interior. And any person swearing falsely to any such affidavit, shall be deemed guilty of perjury, and, on conviction thereof, shall be punished as aforesaid: *Provided, also,* That no land granted by this act shall be conveyed to any party or parties, and no bonds shall be issued to any company or companies, party or parties, on account of any road or part thereof, made prior to the passage of the act to which this act is an amendment, or made subsequent thereto under the provisions of any act or acts other than this act, and the act amended by this act.

SEC. 12. *And be it further enacted,* That the Leavenworth, Pawnee, and Western Railroad Company, now known as the Union Pacific Railroad Company, eastern division, shall build the railroad from the mouth of Kansas River, by the way of Leavenworth, or, if that be not deemed the best route, then the said company shall, within two years, build a railroad from the city of Leavenworth to unite with the main stem at or near the city of Lawrence; but to aid in the construction of said branch the said company shall not be entitled to any bonds. And if the Union Pacific Railroad Company shall not be proceeding in good faith to build the said railroad through the Territories when the Leavenworth, Pawnee, and Western Railroad Company, now known as the Union Pacific Railroad Company, eastern division, shall have completed their road to the hundredth degree of longitude, then the last named company may proceed to make said road westward until it meets and connects with the Central Pacific Railroad Company on the same line. And the said railroad from the mouth of Kansas River, to the one hundredth meridian of longitude shall be made by the way of Lawrence and Topeka, or on the bank of the Kansas River, opposite said towns: *Provided,* That no bonds shall be issued or lands certified by the United States to any person or company for the construction of any part of the main trunk line of said railroad west of the one hundredth meridian of longitude and east of the Rocky Mountains, until said road shall be completed from or near Omaha, on the Missouri River, to the said one hundredth meridian of longitude.

No land or bonds to go to any co. on road made prior to act of 1862.

Leavenworth and Lawrence roads, no bonds.

If built to 100th meridian, may proceed in default of U. P. R.

By way of Lawrence and Topeka, or opposite to 100th meridian. West of that line no bonds shall be issued, &c.

SEC. 13. *And be it further enacted,* That at and after the next election of directors, the number of directors to be elected by the stockholders shall be fifteen; and the number of directors to be appointed by the President shall be five; and the President shall appoint three additional directors to serve until the next regular election, and thereafter five directors. At least one of said Government directors shall be placed on each of the standing committees of said company and at least one on every special committee that may be appointed. The Government directors shall, from time to time, report to the Secretary of the Interior, in answer to any inquiries he may make of them, touching the condition, management, and progress of the work, and shall communicate to the Secretary of the Interior, at any time, such information as should be in the possession of the Department. They shall, as often as may be necessary to a full knowledge of the condition and management of the line, visit all portions of the line of road, whether built or surveyed; and, while absent from home, attending to their duties as directors, shall be paid their actual traveling expenses, and be allowed and paid such reasonable compensation for their time actually employed as the board of directors may decide.

Directors, 15; Government directors, 5. Sec. 1, 1862, modified.

One Government director on committees. Government directors to report, &c.

To visit road, &c.

SEC. 14. *And be it further enacted.* That the next election for directors of said railroad shall be held on the first Wednesday of October next at the office of said company in the city of New York, between the hours of ten o'clock a. m. and four o'clock p. m. of said day; and all subsequent regular elections shall be held annually thereafter at the same place; and the directors shall hold their office for one year, and until their successors qualified.

Directors, when elected and where—(Sec. 1, 1862), for one year.

SEC. 15. *And be it further enacted,* That the several companies authorized to construct the aforesaid roads are hereby required to operate and use said roads and telegraph for all purposes of communication, travel, and transportation, so far as the public and the Government are concerned, as one continuous line; and, in such operation and use, to afford and secure to each equal advantages and facilities as to rates, time, and transportation, without any discrimination of any kind in favor of the road or business of any or either of said companies, or adverse to the road or business of any or either of the others, and it shall not be lawful for the proprietors of any line of telegraph, authorized by this act, or the act amended by this act, to refuse or fail to

Road to be used as one continuous line. See sec. 12, act of 1862.

Must telegraph for all persons. See sec. 19, act of 1862.

convey for all persons requiring the transmission of news and messages of like character, on pain of forfeiting to the person injured for each offense, the sum of one hundred dollars, and such other damage as he may have suffered on account of said refusal or failure, to be sued for and recovered in any court of the United States, or of any State or Territory of competent jurisdiction.

Companies may consolidate. See sec. 16, act of 1862; also sec. 10, 1862.

Consolidated companies may build portion of the line left uncompleted by any company.

Powers and duties of consolidated organization.

SEC. 16. *And be it further enacted*, That any two or more of the companies authorized to participate in the benefits of this act, are hereby authorized at any time to unite and consolidate their organizations, as the same may or shall be, upon such terms and conditions, and in such manner as they may agree upon, and as shall not be incompatible with this act, or the laws of the State or States in which the road of such companies may be, and to assume and adopt such corporate name and style as they may agree upon, with a capital stock not to exceed the actual cost of the roads, so to be consolidated, and shall file a copy of such consolidation in the Department of the Interior; and thereupon such organization, so formed and consolidated, shall succeed to, possess, and be entitled to receive from the Government of the United States, all and singular the grants, benefits, immunities, guaranties, acts, and things to be done and performed and be subject to the same terms, conditions, restrictions, and requirements which said companies respectively, at the time of such consolidation, are or may be entitled or subject to under this act, in place and substitution of said companies so consolidated respectively. And all other provisions of this act, so far as applicable, relating or in any manner appertaining to the companies so consolidated, or either thereof, shall apply and be of force as to such consolidated organization. And in case upon the completion by such consolidated organization of the roads, or either of them, of the companies so consolidated, any other of the road or roads of either of the other companies authorized as aforesaid (and forming, and intended or necessary to form, a portion of a continuous line from each of the several points on the Missouri River, hereinbefore designated, to the Pacific coast), shall not have constructed the number of miles of its said road within the time herein required, such consolidated organization is hereby authorized to continue the construction of its road and telegraph in the general direction and route upon which such incomplete or unconstructed road is hereinbefore authorized to be built, until such continuation of the road of such consolidated organization shall reach the constructed road and telegraph of said other company, and at such point to connect and unite therewith; and for and in aid thereof the said consolidated organization may do and perform, in reference to such portion of road and telegraph as shall so be in continuation of its constructed road and telegraph, and to the construction and equipment thereof, all and singular, the several acts and things hereinbefore provided, authorized, or granted to be done by the company hereinbefore authorized to construct and equip the same, and shall be entitled to similar and like grants, benefits, immunities, guarantees, acts, and things to be done and performed by the Government of the United States, by the President of the United States, by the Secretaries of the Treasury and Interior, and by commissioners in reference to such company, and to such portion of the road hereinbefore authorized to be constructed by it, and upon the like and similar terms and conditions, so far as the same are applicable thereto. And said consolidated company shall pay to said defaulting company the value to be estimated by competent engineers of all the work done and material furnished by said defaulting company, which may be adopted and used by said consolidated company in the progress of the work under the provisions of this section: *Provided, nevertheless*, That said defaulting company may at any time before receiving pay for its said work and material, as hereinbefore provided, on its own election, pay said consolidated company the value of the work done and material furnished by said consolidated company, to be estimated by competent engineers, necessary for, and used in, the construction of the road of said defaulting company, and resume the control of its said road; and all the rights, benefits, and privileges which shall be acquired, possessed, or exercised, pursuant to this section, shall be to that extent an abatement of the rights, benefits, and privileges hereinbefore granted to such other company. And in case any company authorized thereto, shall not enter into such consolidated organization, such company, upon the completion of its road as hereinbefore provided, shall be entitled to, and is hereby authorized to, continue and extend the same under the

circumstances, and in accordance with the provisions of this section, and to have all the benefits thereof, as fully and completely as are herein provided, touching such consolidated organization. And in case more than one such consolidated organization shall be made, pursuant to this act, the terms and conditions of this act, hereinbefore recited as to one, shall apply in like manner, force, and effect to the other: *Provided, however,* That rights and interests at any time acquired by one such consolidated organization, shall not be impaired by another thereof. It is further provided that should the Central Pacific Railroad Company of California complete their line to the eastern line of the State of California, before the line of the Union Pacific Railroad Company shall have been extended westward so as to meet the line of said first named company, said first named company may extend their line of road eastward one hundred and fifty miles, on the established route, so as to meet and connect with the line of the Union Pacific Road, complying in all respects with the provisions and restrictions of this act as to said Union Pacific Road, and upon doing so, shall enjoy all the rights, privileges, and benefits conferred by this act on said Union Pacific Railroad Company.

When Central Pacific Road shall reach eastern line of said State, may go on 150 miles if road not met. Sec. 10, 1862, amended. Also see sec. 2, 1866.

SEC. 17. *And be it further enacted,* That so much of section fourteen of said act as relates to a branch from Sioux City be, and the same is hereby, amended so as to read as follows: That whenever a line of railroad shall be completed through the States of Iowa, or Minnesota, to Sioux City, such company, now organized or may hereafter be organized under the laws of Iowa, Minnesota, Dakota, or Nebraska, as the President of the United States, by its request, may designate or approve for that purpose, shall construct and operate a line of railroad and telegraph from Sioux City, upon the most direct and practicable route to such a point on, and so as to connect with, the Iowa branch of the Union Pacific Railroad from Omaha, or the Union Pacific Railroad, as such company may select, and on the same terms and conditions as are provided in this act and the act to which this is an amendment, for the construction of the said Union and Pacific Railroad and telegraph line and branches; and said company shall complete the same at the rate of fifty miles per year: *Provided,* That said Union Pacific Railroad Company shall be, and is hereby, released from the construction of said branch. And said company constructing said branch shall not be entitled to receive in bonds an amount larger than the said Union Pacific Railroad Company would be entitled to receive if it had constructed the branch under this act and the act to which this is an amendment; but said company shall be entitled to receive alternate sections of land for ten miles in width on each side of the same along the whole length of said branch: *And provided further,* That if a railroad should not be completed to Sioux City, across Iowa or Minnesota, within eighteen months from the date of this act, then said company designated by the President, as aforesaid, may commence, continue, and complete the construction of said branch as contemplated by the provisions of this act: *Provided, however,* That if the said company so designated by the President as aforesaid shall not complete the said branch from Sioux City to the Pacific Railroad within ten years from the passage of this act, then, and in that case, all the railroad which shall have been constructed by said company shall be forfeited to, and become the property of, the United States.

Sec. 14, 1862, amended as to Sioux City Branch Road.

SEC. 18. *And be it further enacted,* That the Burlington and Missouri River Railroad Company, a corporation organized under and by virtue of the laws of the State of Iowa, be and hereby is, authorized to extend i[t]s road through the Territory of Nebraska from the point where it strikes the Missouri River, south of the mouth of the Platte River, to some point not further west than the one hundredth meridian of west longitude, so as to connect, by the most practicable route, with the main trunk of the Union Pacific Railroad, or that part of it which runs from Omaha to the said one hundredth meridian of west longitude. And for the purpose of enabling said Burlington and Missouri River Railroad Company to construct that portion of their road herein authorized, the right of way through the public lands is hereby granted to said company for the construction of said road. And the right, power, and authority is hereby given to said company to take from the public lands adjacent to the line of said road, earth, stone, timber, and other materials for the construction thereof. Said right of way is granted to said company to the extent of two hundred feet where it may pass over the

Burlington and M. R. R. Co. may extend road, &c.

Right of way &c.

public lands, including all necessary grounds for stations, buildings, work-shops, depots, machine-shops, switches, side-tracks, turn-tables, and water-stations. And the United States shall extinguish, as rapidly as may be consistent with public policy and the welfare of the said Indians, the Indian titles to all lands falling under the operation of this section and required for the said right of way and grant of land herein made.

U. S. to extin-
guish Indian ti-
tles. Sec. 2, 1866.

Land grant to
Burlington and
M. R. R. Co.

SEC. 19. *And be it further enacted*, That for the purpose of aiding in the construction of said road, there be, and hereby is, granted to the said Burlington and Missouri River Railroad Company, every alternate section of public land (excepting mineral lands as provided in this act) designated by odd numbers, to the amount of ten alternate sections per mile on each side of said road, on the line thereof, and not sold, reserved, or otherwise disposed of by the United States, and to which a pre-emption or homestead claim may not have attached at the time the line of said road is definitely fixed: *Provided*, That said company shall accept this grant within one year from the passage of this act, by filing such acceptance with the Secretary of the Interior, and shall also establish the line of said road, and file a map thereof with the Secretary of the Interior within one year of the date of said acceptance, when the said Secretary shall withdraw the lands embraced in this grant from market.

Burlington and
M. R. R. Co. lands,
&c.

SEC. 20. *And be it further enacted*, That whenever said Burlington and Missouri River Railroad Company shall have completed twenty consecutive miles of the road mentioned in the foregoing section, in the manner provided for other roads mentioned in this act, and the act to which this is an amendment, the President of the United States shall appoint three commissioners to examine and report to him in relation thereto; and if it shall appear to him that twenty miles of said road have been completed as required by this act, then, upon certificate of said commissioner[s] to that effect, patents shall issue conveying the right and title to said lands to said company on each side of said road, as far as the same is completed, to the amount aforesaid; and such examination, report, and conveyance, by patents, shall continue from time to time, in like manner, until said road shall have been completed. And the President shall appoint said commissioners, to fill vacancies in said commission, as provided in relation to other roads mentioned in the act to which this is an amendment. And the said company shall be entitled to all the privileges and immunities granted to the Hannibal and Saint Joseph's Railroad Company by the said last-mentioned act, so far as the same may be applicable: *Provided*, That no Government bonds shall be issued to the said Burlington and Missouri River Railroad Company to aid in the construction of said extension of its road; and provided, further, that said extension shall be completed within the period of ten years from the passage of this act.

Bonds.

Lands not to be
conveyed to any
company until
they pay cost of
survey, &c. Sec.
4, 1862. Sec. 6,
1864.

SEC. 21. *And be it further enacted*, That before any land granted by this act shall be conveyed to any company or party entitled thereto under this act, there shall first be paid into the Treasury of the United States the cost of surveying, selecting, and conveying the same, by the said company or party in interest, as the titles shall be required by said company, which amount shall, without any further appropriation, stand to the credit of the proper account, to be used by the Commissioner of the General Land Office for the prosecution of the survey of the public lands along the line of said road, and so from year to year until the whole shall be completed, as provided under the provisions of this act.

Sec. 18, 1864.

SEC. 22. *And be it further enacted*, That Congress may, at any time, alter, amend, or repeal this act.

Approved, July 2, 1864.

AMENDMENT OF MARCH 3, 1865.

13 Stat., 504.

AN ACT to amend an act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes," approved July first, eighteen hundred and sixty-two, and to amend an act amendatory thereof, approved July second, eighteen hundred and sixty-four.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section ten of said act of July second, eighteen hundred and sixty-four, be so modified and amended as to allow the Central Pacific Railroad Company, and the

May issue bonds
100 miles in ad-
vance of complet-

Western Pacific Railroad Company, of California, the Union Pacific Railroad Company, the Union Pacific Railroad Company, eastern division, and all other companies provided for in the said acts of the second of July, eighteen hundred and sixty-four, to issue their six per centum thirty years' bonds, interest payable in any lawful money of the United States, upon their separate roads. And the said companies are hereby authorized to issue, respectively, their bonds to the extent of one hundred miles in advance of a continuous completed line of construction.

SEC. 2. *And be it further enacted*, That the assignment made by the Central Pacific Railroad Company of California to the Western Pacific Railroad Company of said State, of the right to construct all that portion of said railroad and telegraph from the city of San José to the city of Sacramento, is hereby ratified and confirmed to the said Western Pacific Railroad Company, with all the privileges and benefits of the several acts of Congress relating thereto, and subject to all the conditions thereof: *Provided*, That the time within which the said Western Pacific Railroad Company shall be required to construct the first twenty miles of their said road, shall be one year from the first day of July, eighteen hundred and sixty-five, and that the entire road shall be completed from San José to Sacramento, connecting at the latter point with the said Central Pacific Railroad, within four years thereafter.

Approved March 3, 1865.

Assignment confirmed to San José and Sacramento Road.

JOINT RESOLUTION OF MARCH 3, 1865.

A RESOLUTION transferring maps and other documents relating to the surveys of the Pacific Railroad to the Department of the Interior. 18 Stat., 573.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That all maps, profiles, and other drawings, together with estimates and reports connected with explorations and surveys for the Pacific Railroad, made under the authority of the Government, and all other information upon the subject of said road in the possession of any Department of the Government, be transferred to the Department of the Interior; and that the Secretary of the Interior be authorized to furnish copies of the same, free of charge, to the Union Pacific Railroad Company, so far as they may be useful in aiding said company in determining the proper route for said road.

Approved March 3, 1865.

Department of the Interior to possess all maps, &c., of surveys for Pacific Railroad.

Copies to be furnished.

JOINT RESOLUTION OF MAY 7, 1866.

A RESOLUTION extending the time for the completion of the Union Pacific Railway, eastern division. 14 Stat., 355.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the time for the completion of the first one hundred miles of railroad and telegraph line by the Leavenworth, Pawnee, and Western Railroad Company, (since called the "Union Pacific Railway, eastern division,") mentioned in the tenth section of the charter of the Union Pacific Railroad Company, of July first, one thousand eight hundred and sixty-two, and in the fifth section of the amendment thereof, of July second, one thousand eight hundred and sixty-four, be, and the same is hereby, extended until the twenty-seventh day of June, one thousand eight hundred and sixty-six; and that the time for completing each succeeding section of one hundred miles shall be reckoned from the said twenty-seventh day of June in said year.

Time for completing the eastern division of the Union Pacific Railway, extended.

Succeeding sections.

SEC. 2. *And be it further resolved*, That the time of commencing and completing the Northern Pacific Railroad, and all its several sections, is extended for the term of two years.

Approved May 7, 1866.

JOINT RESOLUTION OF MAY 21, 1866.

14 Stat., 256. A RESOLUTION to extend the time for the construction of the first section of the Western Pacific Railroad.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the time for the construction of the first twenty miles of the "Western Pacific Railroad," be extended to the first day of January, eighteen hundred and sixty-seven; but this extension is upon the condition to be accepted by said company, and notice of such acceptance to be given by them to the Secretary of the Interior, that the lands known as the lands of the ex-mission of San José as included in the map and survey thereof made October, eighteen hundred and sixty-four, by E. H. Dyer, deputy United States surveyor, shall not be included in the grant heretofore made to the said Western Pacific Railroad Company.

Approved, May 21, 1866.

ACT OF JUNE 12, 1866.

14 Stat., 60.

AN ACT to amend the postal laws.

Railroads carrying the mails to convey printed matter, &c., without extra charge. SEC. 5. *And be it further enacted,* That all railroad companies carrying the mails of the United States shall convey without extra charge, by any train which they may run over their roads, all such printed matter as the Postmaster-General shall, from time to time, direct to be transported thereon with the persons in charge of the mails designated by the Post-Office Department for that purpose.

Approved, June 12, 1866.

ACT OF JUNE 15, 1866.

14 Stat., 66.

AN ACT to facilitate commercial, postal, and military communication among the several States.

Preamble.

Whereas the Constitution of the United States confers upon Congress, in express terms, the power to regulate commerce among the several States, to establish post-roads, and to raise and support armies: Therefore:—

Steam railroads may carry over their roads passengers and freight from one State to another and connect with roads of other States to form continuous lines. *Be it enacted by the Senate and House of Representatives in Congress assembled,* That every railroad company in the United States whose road is operated by steam, its successors and assigns, be, and is hereby, authorized to carry upon and over its road, boats, bridges, and ferries, all passengers, troops, Government supplies, mails, freight, and property on their way from any State to another State, and to receive compensation therefor, and to connect with roads of other States so as to form continuous lines for the transportation of the same to the place of destination: *Provided,* That this act shall not affect any stipulation between the Government of the United States and any railroad company for transportation or fares without compensation, nor impair or change the conditions imposed by the terms of any act granting lands to any such company to aid in the construction of its road, nor shall it be construed to authorize any railroad company to build any new road or connection with any other road without authority from the State in which said railroad or connection may be proposed.

Existing contracts and conditions not affected.

New roads not authorized without authority from State.

This act may be amended, &c.

SEC. 2. *And be it further enacted,* That Congress may at any time alter, amend, or repeal this act.

Approved, June 15, 1866.

AMENDMENT OF JULY 2, 1866.

14 Stat., 79.

AN ACT to amend an act entitled "An act to amend an act entitled 'An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes,' approved July first, eighteen hundred and sixty-two," approved July second, eighteen hundred and sixty-four.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Union Pacific Railway Company, eastern division, is hereby authorized to designate the general route of their said road and to file a map thereof, as now required

by law, at any time before the first day of December, eighteen hundred and sixty-six; and upon the filing of the said map, showing the general route of said road, the lands along the entire line thereof, so far as the same may be designated, shall be reserved from sale by order of the Secretary of the Interior: *Provided*, That said company shall be entitled to only the same amount of the bonds of the United States to aid in the construction of their line of railroad and telegraph as they would have been entitled to if they had connected their said line with the Union Pacific Railroad on the one hundredth degree of longitude as now required by law: *And provided further*, That said company shall connect their line of railroad and telegraph with the Union Pacific Railroad, but not at a point more than fifty miles westwardly from the meridian of Denver in Colorado.

U. P. R. R. Co.,
E. D., time for
filing map ex-
tended.

SEC. 2. *And be it further enacted*, That the Union Pacific Railroad Company, with the consent and approval of the Secretary of the Interior, are hereby authorized to locate, construct, and continue their road from Omaha, in Nebraska Territory, westward, according to the best and most practicable route, and without reference to the initial point on the one hundredth meridian of west longitude, as now provided by law, in a continuous completed line, until they shall meet and connect with the Central Pacific Railroad Company of California; and the Central Pacific Railroad Company of California, with the consent and approval of the Secretary of the Interior, are hereby authorized to locate, construct, and continue their road eastward, in a continuous completed line, until they shall meet and connect with the Union Pacific Railroad: *Provided*, That each of the above named companies shall have the right, when the nature of the work to be done, by reason of deep cuts and tunnels, shall for the expeditious construction of the Pacific Railroad require it, to work for an extent of not to exceed three hundred miles in advance of their continuous completed line.

U. P. R. R. to
proceed till meet.

Central Pacific
may continue
their road east-
ward with con-
sent of Secretary
of the Interior
till met by U. P.
R. R. Co. Sec. 10,
1862, and Sec. 16,
1864, amended.

Approved, July 3, 1866.

JOINT RESOLUTION OF JULY 26, 1866.

A RESOLUTION granting the right of way through military reserves to the Union Pacific Railroad Company and its branches.

14 Stat., 367.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That, subject to approval by the President, the right of way, one hundred feet in width is hereby granted to the Union Pacific Railroad, and the companies constructing the branch roads connecting therewith, for the construction and operation of their roads over and upon all military reserves through which the same may pass; and the President is hereby authorized to set apart to the Union Pacific Railway Company, Eastern Division, twenty acres of the Fort Riley military reservation, for depot and other purposes, in the bottom opposite "Riley City"; also fractional section "one" on the west side of said reservation, near Junction City, for the same purposes; and also to restore, from time to time, to the public domain, any portion of said military reserve over which the Union Pacific Railroad, or any of its branches, may pass, and which shall not be required for military purposes: *Provided*, That the President shall not permit the location of any such railroad or the diminution of any such reserve in any manner so as to impair its usefulness for military purposes, so long as it shall be required therefor.

Right of way
granted to the
Union Pacific
Railroad Com-
pany, and its
branches thro'
the military re-
serves.

Grant for depot
and other pur-
poses.

Such portions
of these reserves
as are not needed
for military pur-
poses to be re-
stored to public
domain.

Usefulness for
military purposes
not to be inter-
fered with.

Approved, July 26, 1866.

ACT OF JULY 27, 1866.

AN ACT granting lands to aid in the construction of a railroad and telegraph line from the States of Missouri and Arkansas to the Pacific coast.

14 Stat., 290.

SEC. 21. *And be it further enacted*, That whenever in any grant of land or other subsidies, made or hereafter to be made, to railroads or other corporations, the United States has reserved the right, or shall reserve it, to appoint directors, engineers, commissioners or other agents to examine said roads, or act, in conjunction with other officers of said company or companies, all the costs, charges, and pay of said directors, company or companies, all the costs, charges, and pay of said directors,

When in grants
to corporations
the United States
reserves the right
to appoint direct-
ors or agents,
&c., all costs, pay,
&c., of such per-

sons are to be borne by the corporations. engineers, commissioners, or agents, shall be paid by the respective companies.

Rate of pay to such persons. Said directors, engineers, commissioners, or agents, shall be paid for said services the sum of ten dollars per day, for each and every day actually and necessarily employed, and ten cents per mile for each and every mile actually and necessarily travelled, in discharging the duties required of them, which per diem and mileage shall be in full compensation for said services.

If company neglects to make such payments no more patents for lands, &c., to issue. And in case any company shall refuse or neglect to make such payments, no more patents for lands or other subsidies shall be issued to said company until these requirements are complied with.

Approved, July 27, 1866.

JOINT RESOLUTION OF DECEMBER 20, 1867.

15 Stat., 245. JOINT RESOLUTION changing the time of holding the annual meeting of the stockholders of the Union Pacific Railroad Company.

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the time of holding the annual meeting of the stockholders of the Union Pacific Railroad Company for the choice of directors is hereby changed from the first Wednesday in October to the first Wednesday following the fourth day of March, and the stockholders are authorized to determine the place at which such annual meeting shall be held at the last annual meeting of the stockholders immediately preceding such annual meeting: *Provided,* The same shall be held at either of the cities of New York, Washington, Boston, Baltimore, Philadelphia, Cincinnati, Chicago, or Saint Louis: *And provided further,* That on the election of directors herein provided for, to take place in March, anno Domini eighteen hundred and sixty-eight, the terms of office of all persons then acting or claiming the right to act as directors of said company shall cease and determine.

Approved, December 20, 1867.

ACT OF MARCH 6, 1868.

15 Stat., 39. AN ACT restoring lands to market along the line of the Pacific Railroads and branches.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That nothing in the act approved July first, eighteen hundred and sixty-two, entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military and other purposes," and the acts amendatory thereof, shall be held to authorize the withdrawal or exclusion from settlement and entry, under the provisions of the pre-emption or homestead laws, the even-numbered sections along the routes of the several roads therein mentioned which have been or may be hereafter located: *Provided,* That such sections shall be rated at two dollars and fifty cents per acre, and subject only to entry under those laws; and the Secretary of the Interior be, and is hereby, authorized and directed to restore to homestead settlement, pre-emption, or entry, according to existing laws, all the even-numbered sections of land belonging to the Government, and now withdrawn from market, on both sides of the Pacific Railroad and branches, wherever said road and branches have been definitely located.

Approved, March 6, 1868.

ACT OF JUNE 25, 1868.

15 Stat. 79. *AN ACT relative to filing reports of railroad companies.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the reports required to be made to the Secretary of the Treasury on or before the first day of July of each year, by the corporations created by or entitled to subsidies under the provisions of an act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for

* Repealed by act of June 19, 1872.

postal, military, and other purposes," approved July first, eighteen hundred and sixty-two, and the acts supplemental to and amendatory thereof, shall hereafter be made to the Secretary of the Interior, on or before the first day of October of each year. Said reports shall furnish full and specific information upon the several points mentioned in the twentieth section of the said act of eighteen hundred and sixty-two, and shall be verified as therein prescribed, and on failure to make the same as herein required, the issue of bonds or patents to the company in default shall be suspended until the requirements of this act shall be complied with by such company. And the reports hitherto made to the Secretary of the Treasury under the said act of July first, eighteen hundred and sixty-two, shall be transferred and delivered by him to the Secretary of the Interior to be filed by him.

To contain what.

Former reports.

SEC. 3. *And be it further enacted*, That the reports required from the commissioners appointed to examine and report in relation to the road of any of the corporations whereto reference is made in this act, shall be addressed to and filed in the Department of the Interior; and all such reports heretofore made shall be transferred to and filed in said Department of the Interior; and so much of any and all acts as requires any reports from such companies, or any officers thereof, to be made to the Secretary of the Treasury, is hereby repealed.

Reports of commissioners to be made to Department of Interior.

Repealing clause.

SEC. 4. *And be it further enacted*, That, in addition to the eight subjects referred to in section twenty of the act of July, eighteen hundred and sixty-two, to be reported upon, there shall also be furnished annually to the Secretary of the Interior all reports of engineers, superintendents, or other officers who make annual reports to any of said railroad companies.

Reports of engineers and other officers who make reports to be furnished.

Approved, June 25, 1868.

AN ACT RELATING TO THE DENVER PACIFIC, MARCH 3, 1869.

AN ACT to authorize the transfer of lands granted to the Union Pacific Railway Company, Eastern Division, between Denver and the point of its connection with the Union Pacific Railway, to the Denver Pacific Railway and Telegraph Company, and to expedite the completion of railroads to Denver, in the Territory of Colorado.

15 Stat., 824.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Union Pacific Railway Company, Eastern Division, be, and it hereby is, authorized to contract with the Denver Pacific Railway and Telegraph Company, a corporation existing under the laws of the Territory of Colorado, for the construction, operation, and maintenance of that part of its line of railroad and telegraph between Denver City and its point of connection with the Union Pacific Railroad, which point shall be at Cheyenne, and to adopt the road-bed already graded by said Denver Pacific Railway and Telegraph Company as said line, and to grant to said Denver Pacific Railway and Telegraph Company the perpetual use of its right of way and depot grounds, and to transfer to it all the rights and privileges, subject to all the obligations pertaining to said part of its line.

Union Pacific Railroad Company may contract with Denver Pacific Railway and Telegraph Company for the construction, &c., of its road and telegraph between Denver City and Cheyenne, &c.

SEC. 2. *And be it further enacted*, That the said Union Pacific Railway Company, Eastern Division, shall extend its railroad and telegraph to a connection at the city of Denver, so as to form with that part of its line herein authorized to be constructed, operated, and maintained by the Denver Pacific Railway and Telegraph Company, a continuous line of railroad and telegraph from Kansas City, by way of Denver to Cheyenne. And all the provisions of law for the operation of the Union Pacific Railroad, its branches and connections, as a continuous line, without discrimination, shall apply the same as if the road from Denver to Cheyenne had been constructed by the said Union Pacific Railway Company, Eastern Division; but nothing herein shall authorize the said Eastern Division Company to operate the road or fix the rates of tariff for the Denver Pacific Railway and Telegraph Company.

Shall extend its railroad and telegraph to, &c., as to form continuous line from Kansas City to Cheyenne, &c.

Laws to apply.

Operating of road and rates of tariff not affected.

SEC. 3. *And be it further enacted*, That said companies are hereby authorized to mortgage their respective portions of said road, as herein defined, for an amount not exceeding thirty-two thousand dollars per mile, to enable them respectively to borrow money to construct the

The companies may mortgage their roads.

To receive patents for alternate sections of land.

But not entitled to subsidy in United States bonds.

same; and that each of said companies shall receive patents to the alternate sections of land along their respective lines of road, as herein defined, in like manner and within the same limits as is provided by law in the case of lands granted to the Union Pacific Railway Company, Eastern Division: *Provided*, That neither of the companies hereinbefore mentioned shall be entitled to subsidy in United States bonds under the provisions of this act.

Approved, March 3, 1869.

JOINT RESOLUTION OF MARCH 2, 1869.

15 Stat., 348. JOINT RESOLUTION authorizing the Union Pacific Railway Company, Eastern Division, to change its name to the "Kansas Pacific Railway Company."

Union Pacific Railway Company, eastern division, to change its name to Kansas Pacific Railway Company.

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Union Pacific Railway Company, Eastern Division, is hereby authorized by resolution of its board of directors, which shall be filed in the office of the Secretary of the Interior, to change its name to the "Kansas Pacific Railway Company."

Approved, March 3, 1869.

JOINT RESOLUTION OF APRIL 10, 1869.

16 Stat., 56. JOINT RESOLUTION for the protection of the interests of the United States in the Union Pacific Railroad Company, the Central Pacific Railroad Company, and for other purposes.

Stockholders of Union Pacific R. Co. to elect a board of directors. *Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled*, That the stockholders of the Union Pacific Railroad Company, at a meeting to be held on the twenty-second day of April, eighteen hundred and sixty-nine, at the city of Boston (with power to adjourn from day to day), shall elect a board of directors for the ensuing year; and said stockholders are hereby authorized to establish their general office at such place in the United States as they may select at said meeting: *Provided*, That the passage of this resolution shall not confer any other right upon said Union Pacific Railroad Company than to hold such election, or be held in any manner to relinquish or waive any rights of the United States to take advantage of any act or neglect of said Union Pacific Railroad Company heretofore done or omitted whereby the rights of the General Government have been or may be prejudiced: *And provided, further*, That the common terminus of the Union Pacific and the Central Pacific Railroads shall be at or near Ogden; and the Union Pacific Railroad Company shall build, and the Central Pacific Railroad Company pay for and own the railroad from the terminus aforesaid to Promontory Summit, at which point the rails shall meet and connect and form one continuous line.

To establish their general office.

No other right conferred or waived hereby.

Common terminus of the Union Pacific and Central Pacific Railroad to be at or near Ogden, &c.

The President to appoint a commission to examine and report upon the roads.

Expenses and pay of commissioners.

Subsidy bonds to be withheld sufficient to secure the full completion, as a first-class road, of all sections of such road, &c.

If the amount to be issued is insufficient, &c.

SEC. 2. *And be it further resolved*, That, to ascertain the condition of the Union Pacific Railroad and the Central Pacific Railroad, the President of the United States is authorized to appoint a board of eminent citizens, not exceeding five in number, and who shall not be interested in either road, to examine and report upon the condition of, and what sum or sums, if any, will be required to complete each of said roads, for the entire length thereof, to the said terminus as a first-class railroad, in compliance with the several acts relating to said roads; and the expense of such board, including an allowance of ten dollars to each for their services for each day employed in such examination or report, to be paid equally by said companies.

SEC. 3. *And be it further resolved*, That the President is hereby authorized and required to withhold from each of said companies an amount of subsidy bonds authorized to be issued by the United States under said acts sufficient to secure the full completion as a first-class road of all sections of such road upon which bonds have already been issued, or in lieu of such bonds he may receive as such security an equal amount of the first mortgage bonds of such company; and if it shall appear to the President that the amount of subsidy bonds yet to be issued to either of said companies is insufficient to insure the full completion of such road, he may make requisition upon such company for a sufficient

amount of bonds already issued to said company, or in his discretion of their first mortgage bonds, to secure the full completion of the same. And in default of obtaining such security as [is] in this section provided, the President may authorize and direct the Attorney-General to institute such suits and proceedings on behalf and in the name of the United States, in any court of the United States having jurisdiction, as shall be necessary or proper to compel the giving of such security, and thereby, or in any manner otherwise, to protect the interests of the United States in said road, and to insure the full completion thereof as a first-class road, as required by law and the statutes in that case made.

Attorney-General to institute necessary suits.

SEC. 4. *And be it further resolved*, That the Attorney-General of the United States be, and he is hereby, authorized and directed to investigate whether or not the charter and all the franchises of the Union Pacific Railroad Company and of the Central Pacific Railroad Company have not been forfeited, and to institute all necessary and proper legal proceedings; also to investigate whether or not said companies have or have not made any illegal dividends upon their stock, and if so to institute the necessary proceedings to have the same reimbursed; and also to investigate whether any of the directors or any other agents or employes of said companies have or not violated any penal law, and if so to institute the proper criminal proceedings against all persons who have violated such laws.

Attorney-General to investigate whether the charter of the Union Pacific and Central Pacific Railroads have not been forfeited, &c.

To institute criminal proceedings, if, &c.

Approved, April 10, 1869.

ACT OF MAY 6, 1870.

AN ACT to fix the point of junction of the Union Pacific Railroad Company and the Central Pacific Railroad Company.

16 Stat., 121.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the common terminus and point of junction of the Union Pacific Railroad Company and the Central Pacific Railroad Company shall be definitely fixed and established on the line of railroad as now located and constructed, northwest of the station at Ogden, and within the limits of the sections of land herein-after mentioned, viz: Section thirty-six of township seven, of range two, situate north and west of the principal meridian and base line in the territory of Utah, and sections twenty-five, twenty-six, and thirty-five of township seven, of range two, and section six of township six, and sections thirty and thirty-one of township seven, of range one, and sections one and two of township six, of range two, all situate north and west of said principal meridian and base line; and said companies are hereby authorized to enter upon, use, and possess said sections, which are hereby granted to them in equal shares, with the same rights, privileges, and obligations now by law provided with reference to other lands granted to said railroads: *Provided, however*, That the Secretary of the Interior shall designate a section of land in said township seven, of range two, belonging to said companies, and reserve the same for the benefit of schools in said territory, in accordance with the act of February twenty-one, eighteen hundred and fifty-five, establishing the office of surveyor-general of Utah, and to grant land for school and university purposes: *Provided also*, That said companies shall pay for any additional lands acquired by this act at the rate of two dollars and fifty cents an acre: *And provided further*, That no rights of private persons shall be affected by this act.

Point of junction of the Union Pacific Railroad and the Central Pacific R. R. established northwest of the station at Ogden, &c.

Grant of certain sections.

Reserve for schools.

Price of land.
Private rights.

Approved, May 6, 1870.

ACT OF FEBRUARY 24, 1871.

AN ACT to authorize the Union Pacific Railroad Company to issue its bonds to construct a bridge across the Missouri River at Omaha, Nebraska, and Council Bluffs, Iowa.

16 Stat., 430.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That for the more perfect connection of any railroads that are or shall be constructed to the Missouri river, at or near Council Bluffs, Iowa, and Omaha, Nebraska, the Union Pacific Railroad Company be, and it is hereby, authorized to issue such bonds, and secure the same by mortgage on the bridge and approaches

Union Pacific Railroad Co. may issue bonds, &c., to construct, &c., a bridge across the Missouri River at Omaha.

Construction of bridge, tolls, &c. and appurtenances, as it may deem needful to construct and maintain its bridge over said river, and the tracks and depots required to perfect the same, as now authorized by law of Congress; and said bridge may be so constructed as to provide for the passage of ordinary vehicles and travel, and said company may levy and collect tolls and charges for the use of the same; and for the use and protection of said bridge and property, the Union Pacific Railway Company shall be empowered, governed, and limited by the provisions of the act entitled "An act to authorize the construction of certain bridges, and to establish them as post-roads," approved July twenty-five, eighteen hundred and sixty-six, so far as the same is applicable thereto: *And provided*, That nothing in this act shall be so construed as to change the eastern terminus of the Union Pacific Railroad from the place where it is now fixed under existing laws, nor to release said Union Pacific Railroad Company, or its successors, from its obligation as established by existing laws: *Provided also*, That Congress shall at all times have power to regulate said bridge, and the rates for the transportation of freight and passengers over the same, and the local travel hereinbefore provided for. And the amount of bonds herein authorized shall not exceed two and a half millions of dollars: *Provided*, That if said bridge shall be constructed as a draw-bridge, the same shall be constructed with spans of not less than two hundred feet in length in the clear on each side of the central or pivot pier of the draw.

Eastern terminus of railroad not to be changed.

Congress may regulate tolls and fares.

Amount of bonds.

Draws.

Approved, February 24, 1871.

ACT OF MARCH 3, 1871.

16 Stat., 525. AN ACT making appropriations for the support of the Army for the year ending June 30, 1872, &c.

SEC. 9. That, in accordance with the fifth section of the act approved July two, eighteen hundred and sixty-four, entitled "An act to amend an act entitled 'An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes,' approved July first, eighteen hundred and sixty-two," the Secretary of the Treasury is hereby directed to pay over in money to the Pacific Railroad companies mentioned in said act, and performing services for the United States, one half of the compensation at the rate provided by law for such services, heretofore or hereafter rendered: *Provided*, That this section shall not be construed to affect the legal rights of the Government or the obligations of the companies, except as herein specifically provided.

Secretary of Treasury to pay over to Pacific Railroad Companies one-half of compensation, &c.

Legal rights of parties not otherwise affected.

Approved, March 3, 1871.

ACT OF MARCH 3, 1873.

17 Stat., 508. AN ACT making appropriations for the legislative, executive, and judicial expenses of the Government for the year ending June 30, 1874, and for other purposes.

SEC. 2. That the Secretary of the Treasury is directed to withhold all payments to any railroad company and its assigns, on account of freights or transportation, over their respective roads, of any kind, to the amount of payments made by the United States for interest upon bonds of the United States issued to any such company, and which shall not have been reimbursed together with the five per cent. of net earnings due and unapplied as provided by law; and any such company may bring suit in the Court of Claims to recover the price of such freight and transportation; and in such suit the right of such company to recover the same upon the law and the facts of the case shall be determined and also the rights of the United States upon the merits of all the points presented by it in answer thereto by them and either party to such suit may appeal to the Supreme Court; and both said courts shall give such cause or causes precedence of all other business.

Secretary of the Treasury to withhold payments to certain railroad companies for freight, &c.

Companies may bring suit in Court of Claims.

Appeal to Supreme Court.

Causes to have precedence.

SEC. 4. That the Attorney-General shall cause a suit in equity to be instituted in the name of the United States against the Union Pacific Railroad Company, and against all persons who may, in their own names or through any agents, have subscribed for or received capital stock in said road, which stock has not been paid for in full in money, or who may have received, as dividends or otherwise, portions of the capital stock of said road, or the proceeds or avails thereof, or other property of said road, unlawfully and contrary to equity, or who may have received as profits or proceeds of contracts for construction, or equipment of said road, or other contracts therewith, moneys or other property which ought, in equity, to belong to said railroad corporation, or who may, under pretense of having complied with the acts to which this is an addition, have wrongfully and unlawfully received from the United States bonds, moneys, or lands which ought, in equity, to be accounted for and paid to said railroad company or to the United States, and to compel payment for said stock, and the collection and payment of such moneys, and the restoration of such property, or its value, either to said railroad corporation or to the United States, whichever shall in equity be held entitled thereto. Said suit may be brought in the circuit court in any circuit, and all said parties may be made defendants in one suit. Decrees may be entered and enforced against any one or more parties defendant without awaiting the final determination of the cause against other parties. The court where said cause is pending may make such orders and decrees and issue such process as it shall deem necessary to bring in new parties or the representatives of parties deceased, or to carry into effect the purposes of this act. On filing the bill writs of subpoena may be issued by said court against any parties defendant, which writ shall run into any district, and shall be served, as other like process, by the marshal of such district. The books, records, correspondence, and all other documents of the Union Pacific Railroad Company, shall at all times be open to inspection by the Secretary of the Treasury, or such persons as he may delegate for that purpose. The laws of the United States providing for proceedings in bankruptcy shall not be held to apply to said corporation. No dividend shall hereafter be made by said company but from the actual net earnings thereof; and no new stock shall be issued, or mortgages or pledges made on the property or future earnings of the company, without leave of Congress, except for the purpose of funding and securing debt now existing, or the renewals thereof. No director or officer of said road shall hereafter be interested, directly or indirectly, in any contract therewith, except for his lawful compensation as such officer. Any director or officer who shall pay or declare, or aid in paying or declaring any dividend, or creating any mortgage or pledge prohibited by this act, shall be punished by imprisonment not exceeding two years, and by fine not exceeding five thousand dollars. The proper circuit court of the United States shall have jurisdiction to hear and determine all cases of mandamus to compel said Union Pacific Railroad Company to operate its road as required by law.

Attorney-General to bring suit in equity against the Union Pacific Railroad Company and all persons who, &c.

Suit to be brought in any circuit court. Decrees.

New parties, &c. Writs of subpoena to run into any district, and how served.

Books of the railroad company to be open to inspection.

Bankrupt laws not to apply.

Dividends, new stock, mortgages, &c.

No director to be interested in any contract, except, &c. Penalty.

Jurisdiction of circuit court to issue mandamus.

Approved, March 3, 1873.

ACT OF JUNE 20, 1874.

AN ACT making additions to the fifteenth section of the act approved July 2, 1864, entitled "An act to amend an act entitled 'An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the government the use of the same for postal, military, and other purposes,' approved July 1, 1862."

18 Stat., 111.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there shall be, and is hereby, added to the fifteenth section of the act approved July second, eighteen hundred and sixty-four, entitled "An act to amend an act entitled 'An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the government the use of the same for postal, military, and other purposes,' approved July first, eighteen hundred and sixty-two," the following words, namely: "And any officer or agent of the companies authorized to construct the aforesaid roads, or of any company engaged in operating either of said roads, who shall refuse to operate and use the road or telegraph under his control, or which he is engaged in operating for all purposes of communication, travel, and transportation, so far as the public and the gov-

Certain roads to be operated as continuous line with equal facilities.

Agents or officers to be fined in case of refusal.

Union Pacific
Company to be
sued in case of
refusal.

Penalty fixed.

ernment are concerned, as one continuous line, or shall refuse, in such operation and use, to afford and secure to each of said roads equal advantages and facilities as to rates, time, or transportation, without any discrimination of any kind in favor of, or adverse to, the road or business of any or either of said companies, shall be deemed guilty of a misdemeanor, and, upon conviction thereof, shall be fined in any sum not exceeding one thousand dollars, and may be imprisoned not less than six months. In case of failure or refusal of the Union Pacific Railroad Company, or either of said branches, to comply with the requirements of this act and the acts to which this act is amendatory, the party injured or the company aggrieved may bring an action in the district or circuit court of the United States in the territory, district, or circuit in which any portion of the road of the defendant may be situated, for damages on account of such failure or refusal; and, upon recovery, the plaintiff shall be entitled to judgment for treble the amount of all excess of freight and fares collected by the defendant, and for treble the amount of damages sustained by the plaintiff by such failure or refusal; and for each and every violation of or failure to comply with the requirements of this act, a new cause of action shall arise; and in case of suit in any such territory, district, or circuit, process may be served upon any agent of the defendant found in the territory, district, or circuit in which such suit may be brought, and such service shall be by the court held to be good and sufficient; and it is hereby provided that for all the purposes of said act, and of the acts amendatory thereof, the railway of the Denver Pacific Railway and Telegraph Company shall be deemed and taken to be a part and extension of the road of the Kansas Pacific Railroad, to the point of junction thereof with the road of the Union Pacific Railroad Company at Cheyenne, as provided in the act of March third, eighteen hundred and sixty-nine.

Approved, June 20, 1874.

ACT OF JUNE 22, 1874.

18 Stat., 200. AN ACT providing for the collection of moneys due the United States from the Pacific Railroad Companies.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and hereby is, directed to require payment of the railroad companies, their successors and assigns, or the successors or assigns of any or either of said companies, of all sums of money due or to become due, the United States for the five per centum of the net earnings provided for by the act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the government the use of the same for postal, military, and other purposes" approved July first, eighteen hundred and sixty-two, or by any other act or acts in relation to the companies therein named, or any other such company or companies, and in case either of said railroad companies shall neglect or refuse to pay the same within sixty days after demand therefor made upon the treasurer of such railroad company, the Secretary of the Treasury shall certify that fact to the Attorney-General, who shall thereupon institute the necessary suits and proceedings to collect and otherwise obtain redress in respect of the same in the proper circuit courts of the United States, and prosecute the same, with all convenient dispatch to a final determination.

Approved, June 22, 1874.

RESOLUTION OF THE HOUSE OF REPRESENTATIVES, JULY 12, 1876.

Congressional Record: proceedings July 19, 1876. Whereas it is alleged that the measurement of the distances on the Union Pacific and Central Pacific Railroads, upon which bonds were issued by the government to the companies owning said railroads, was hastily and inaccurately made; therefore,

Resolved by the House of Representatives, That the Secretary of War be requested to detail sufficient force from the Engineer Corps of the Army, to make a careful and exact survey of the distances of said railroads,

between Omaha and Sacramento, distinguishing between the sections for which bonds were issued to the companies at different rates, exhibiting the number of miles at each rate, designating the points between which the different rates were charged, and report the result of the survey to this House at the commencement of the next session of Congress.



ACT OF AUGUST 15, 1876.

AN ACT making appropriations for the legislative, executive, and judicial expenses of the government for the year ending June thirtieth, eighteen hundred and seventy-seven, and for other purposes.

19 Stat., 100.

* * * * *

SEC. 8. That for the purpose of defraying the expenses of a survey of the Union Pacific and Central Pacific Railways between Council Bluffs, Iowa, and Sacramento, California, to be made in pursuance of the resolution of the House of Representatives passed the twelfth* day of July, eighteen hundred and seventy-six, ten thousand dollars. * *

Approved, August 15, 1876.

ACT OF APRIL 30, 1878.

AN ACT to provide for deficiencies in the appropriations for the service of the government for the fiscal year ending June thirtieth, eighteen hundred and seventy-eight; and for prior years, for subsistence of the Army, and for other purposes.

20 Stat., 44.

WAR DEPARTMENT.

TRANSPORTATION.—To enable the Secretary of War to pay for transportation of the Army, including baggage of the troops when moving either by land or water; of clothing and camp and garrison equipage from the depots of Philadelphia and Jeffersonville to the several posts and Army depots, and from those depots to the troops in the field; of horse-equipments and of subsistence stores from the places of purchase and from the places of delivery, under contract, to such places as the circumstances of the service may have required them to be sent; of ordnance, ordnance stores, and small-arms from the foundries and armories to the arsenals, fortifications, frontier posts, and Army depots; freights, wharfage, tolls, and ferriages; the purchase and hire of horses, mules, oxen, and harness, and the purchase and repair of wagons, carts, and drays, and of ships, and other sea-going vessels and boats required for the transportation of supplies and for garrison purposes; for drayage and cartage at the several posts; hire of teamsters; transportation of funds for the pay and other disbursing departments; the expense of sailing public transports on the various rivers, the Gulf of Mexico, and the Atlantic and Pacific; for procuring water at such posts as, from their situation, require it to be brought from a distance; and for clearing roads, and for removing obstructions from roads, harbors, and rivers, to the extent which has been required for the actual operations of the troops in the field, one million two hundred thousand dollars, being a deficiency for the fiscal year ending June thirtieth, eighteen hundred and seventy-seven: *Provided, however,* That no part of this sum shall be paid to any railroad company or to its assigns on account of freights or transportation over their respective roads unless there be an excess due such company after charging the amount of payments made by the United States for interest upon bonds of the United States issued to any such company; but the same shall be paid to the Secretary of the Treasury, to be by him withheld, as directed by existing law.

Transportation of Army.

Railway companies. Interest on bonds to be deducted.

Approved, April 30, 1878.

* "Nineteenth." See joint resolution, August 15, 1876 (19 Stat., 217).

ACT OF MAY 7, 1878.

Stat., 56.

CHAP. 93.—An act to alter and amend the act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the government the use of the same for postal, military, and for other purposes," approved July first, eighteen hundred and sixty-two, and also to alter and amend the act of Congress approved July second, eighteen hundred and sixty-four, in amendment of said first-named act.

Preamble.

Whereas, on the first day of July, anno Domini eighteen hundred and sixty-two, Congress passed an act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the government the use of the same for postal, military, and other purposes; and

Whereas afterward, on the second day of July, anno Domini eighteen hundred and sixty-four, Congress passed an act in amendment of said first mentioned act; and

Whereas, the Union Pacific Railroad Company, named in said acts, and under the authority thereof, undertook to construct a railway, after the passage thereof, over some part of the line mentioned in said acts; and

Whereas, under the authority of the said two acts, the Central Pacific Railroad Company of California, a corporation existing under the laws of the State of California, undertook to construct a railway, after the passage of said acts, over some part of the line mentioned in said acts; and

Whereas the United States, upon demand of said Central Pacific Railroad Company, have heretofore issued, by way of loan, and as provided in said acts, to and for the benefit of said company, in aid of the purposes named in said acts, the bonds of the United States, payable in thirty years from the date thereof, with interest at six per centum per annum, payable half yearly, to the amount of twenty-five million eight hundred and eighty-five thousand one hundred and twenty dollars, which said bonds have been sold in the market or otherwise disposed of by said company; and

Whereas the said Central Pacific Company has issued and disposed of an amount of its own bonds equal to the amount so issued by the United States, and secured the same by mortgage, and which are, if lawfully issued and disposed of, a prior and paramount lien, in the respect mentioned in said acts, to that of the United States, as stated, and secured thereby; and

Whereas, after the passage of said acts, the Western Pacific Railroad Company, a corporation then existing under the laws of California, did, under the authority of Congress, become the assignee of the rights, duties, and obligations of the said Central Pacific Railroad Company, as provided in the act of Congress passed on the third of March, anno Domini eighteen hundred and sixty-five, and did, under the authority of the said act and of the acts aforesaid, construct a railroad from the city of San José to the city of Sacramento, in California, and did demand and receive from the United States the sum of one million nine hundred and seventy thousand five hundred and sixty dollars of the bonds of the United States, of the description before mentioned as issued to the Central Pacific Company, and in the same manner and under the provisions of said acts; and upon and in respect of the bonds so issued to both said companies, the United States have paid interest to the sum of more than thirteen and a half million dollars, which has not been reimbursed; and

Whereas said Western Pacific Railroad Company has issued and disposed of an amount of its own bonds equal to the amount so issued by the United States to it, and secured the same by mortgage, which are, if lawfully issued and disposed of, a prior and paramount lien to that of the United States, as stated and secured thereby; and

Whereas said Western Pacific Railroad Company has since become merged in, and consolidated with, said Central Pacific Railroad Company, under the name of the Central Pacific Railroad Company, whereby the said Central Pacific Railroad Company has become liable to all the burdens, duties, and obligations before resting upon said Western Pacific Railroad Company; and divers other railroad companies have been merged in and consolidated with said Central Pacific Railroad Company; and

Whereas the United States, upon the demand of the said Union Pacific Railroad Company, have heretofore issued by way of loan to it and as

provided in said acts, the bonds of the United States, payable in thirty years from the date thereof, with interest at six per centum per annum, payable half-yearly, the principal sums of which amount to twenty-seven million two hundred and thirty-six thousand five hundred and twelve dollars; on which the United States have paid over ten million dollars interest over and above all reimbursements; which said bonds have been sold in the market or otherwise disposed of by said corporation; and

Whereas said corporation has issued and disposed of an amount of its own bonds equal to the amounts so issued to it by the United States as aforesaid, and secured the same by mortgage, and which are, if lawfully issued and disposed of, a prior and paramount lien, in the respect mentioned in said acts, to that of the United States, as stated, and secured thereby; and

Whereas the total liabilities (exclusive of interest to accrue) to all creditors, including the United States, of the said Central Pacific Company, amount in the aggregate to more than ninety-six million dollars, and those of the said Union Pacific Railroad Company to more than eighty-eight million dollars; and

Whereas the United States, in view of the indebtedness and operations of said several railroad companies respectively, and of the disposition of their respective incomes, are not and cannot, without further legislation, be secure in their interests in and concerning said respective railroads and corporations, either as mentioned in said acts or otherwise; and

Whereas a due regard to the rights of said several companies respectively, as mentioned in said act of eighteen hundred and sixty-two, as well as just security to the United States in the premises, and in respect of all the matters set forth in said act, require that the said act of eighteen hundred and sixty-two be altered and amended as hereinafter enacted; and

Whereas, by reason of the premises also, as well as for other causes of public good and justice, the powers provided and reserved in said act of eighteen hundred and sixty-four for the amendment and alteration thereof ought also to be exercised as hereinafter enacted: Therefore,

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the net earnings mentioned in said act of eighteen hundred and sixty-two, of said railroad companies respectively, shall be ascertained by deducting from the gross amount of their earnings, respectively, the necessary expenses actually paid within the year in operating the same and keeping the same in a state of repair, and also the sum paid by them respectively within the year in discharge of interest on their first-mortgage bonds, whose lien has priority over the lien of the United States, and excluding from consideration all sums owing or paid by said companies respectively for interest upon any other portion of their indebtedness; and the foregoing provision shall be deemed and taken as an amendment of said act of eighteen hundred and sixty-four, as well as of said act of eighteen hundred and sixty-two. This section shall take effect on the thirtieth day of June next, and be applicable to all computations of net earnings thereafter; but it shall not affect any right of the United States or of either of said railroad companies existing prior thereto.

SEC. 2. That the whole amount of compensation which may, from time to time, be due to said several railroad companies respectively for services rendered for the Government shall be retained by the United States, one-half thereof to be presently applied to the liquidation of the interest paid and to be paid by the United States upon the bonds so issued by it as aforesaid, to each of said corporations severally, and the other half thereof to be turned into the sinking fund hereinafter provided, for the uses therein mentioned.

SEC. 3. That there shall be established in the Treasury of the United States a sinking-fund, which shall be invested by the Secretary of the Treasury in bonds of the United States; and the semi-annual income thereof shall be in like manner from time to time invested, and the same shall accumulate and be disposed of as hereinafter mentioned. And in making such investments the Secretary shall prefer the five per centum bonds of the United States, unless for good reasons appearing to him, and which he shall report to Congress, he shall at any time deem it advisable to invest in other bonds of the United States. All the bonds belonging to said fund shall, as fast as they shall be obtained, be so

Net earnings.

How to be ascertained.

Date of effect.

Compensation retained; how applied.

Sinking-fund

stamped as to show that they belong to said fund, and that they are not good in the hands of other holders than the Secretary of the Treasury until they shall have been indorsed by him, and publicly disposed of pursuant to this act.

Credits and
payments to
sinking-fund.

SEC. 4. That there shall be carried to the credit of the said fund on the first day of February in each year, the one-half of the compensation for services hereinbefore named, rendered for the Government by said Central Pacific Railroad Company, not applied in liquidation of interest; and, in addition thereto, the said company, shall, on said day in each year, pay into the Treasury, to the credit of said sinking-fund, the sum of one million two hundred thousand dollars, or so much thereof as shall be necessary to make the five per centum of the net earnings of its said road payable to the United States under said act of eighteen hundred and sixty-two, and the whole sum earned by it as compensation for services rendered for the United States, together with the sum by this section required to be paid, amount in the aggregate to twenty-five per centum of the whole net earnings of said railroad company, ascertained and defined as hereinbefore provided, for the year ending on the thirty-first day of December next preceding. That there shall be carried to the credit of the said fund, on the first day of February in each year, the one-half of the compensation for services hereinbefore named, rendered for the Government by said Union Pacific Railroad Company, not applied in liquidation of interest; and, in addition thereto, the said company shall, on said day in each year, pay into the Treasury, to the credit of said sinking-fund, the sum of eight hundred and fifty thousand dollars, or so much thereof as shall be necessary to make the five per centum of the net earnings of its said road payable to the United States under said act of eighteen hundred and sixty-two, and the whole sum earned by it as compensation for services rendered for the United States, together with the sum by this section required to be paid, amount in the aggregate to twenty-five per centum of the whole net earnings of said railroad company, ascertained and defined as hereinbefore provided, for the year ending on the thirty-first day of December next preceding.

SEC. 5. That whenever it shall be made satisfactorily to appear to the Secretary of the Treasury, by either of said companies, that seventy-five per centum of its net earnings as hereinbefore defined, for any current year are or were insufficient to pay the interest for such year upon the obligations of such company, in respect of which obligations there may exist a lien paramount to that of the United States, and that such interest has been paid out of such net earnings, said Secretary is hereby authorized, and it is made his duty, to remit for such current year so much of the twenty-five per centum of net earnings required to be paid into the sinking-fund, as aforesaid, as may have been thus applied and used in the payment of interest as aforesaid.

Dividends pro-
hibited, when.

SEC. 6. That no dividend shall be voted, made, or paid for or to any stockholder or stockholders in either of said companies respectively at any time when the said company shall be in default in respect of the payment either of the sums required as aforesaid to be paid into said sinking-fund, or in respect of the payment of the said five per centum of the net earnings, or in respect of interest upon any debt the lien of which, or of the debt on which it may accrue, is paramount to that of the United States; and any officer or person who shall vote, declare, make, or pay, and any stockholder of any of said companies who shall receive any such dividend contrary to the provisions of this act, shall be liable to the United States for the amount thereof, which, when recovered, shall be paid into said sinking-fund. And every such officer, person, or stockholder who shall knowingly vote, declare, make, or pay any such dividend, contrary to the provisions of this act, shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall be punished by a fine not exceeding ten thousand dollars, and by imprisonment not exceeding one year.

Penalties.

SEC. 7. That the said sinking-fund so established and accum[ul]ated shall at the maturity of said bonds so respectively issued by the United States, be applied to the payment and satisfaction thereof, according to the interest and proportion of each of said companies in said fund, and of all interest paid by the United States thereon, and not reimbursed, subject to the provisions of the next section.

Application of
sinking-fund.

SEC. 8. That said sinking-fund so established and accumulated shall, according to the interest and proportion of said companies respectively

therein, be held for the protection, security, and benefit of the lawful and just holders of any mortgage or lien debts of such companies respectively, lawfully paramount to the rights of the United States, and for the claims of other creditors, if any, lawfully chargeable upon the funds so required to be paid into said sinking-fund, according to their respective lawful priorities, as well as for the United States, according to the principles of equity, to the end that all persons having any claim upon said sinking-fund may be entitled thereto in due order; but the provisions of this section shall not operate or be held to impair any existing legal right, except in the manner in this act provided, of any mortgage, lien, or other creditor of any of said companies respectively, nor to excuse any of said companies respectively from the duty of discharging, out of other funds, its debts to any creditor except the United States.

SEC. 9. That all sums due to the United States from any of said companies respectively, whether payable presently or not, and all sums required to be paid to the United States or into the Treasury, or into said sinking-fund under this act, or under the acts hereinbefore referred to, or otherwise, are hereby declared to be a lien upon all the property, estate, rights, and franchises of every description granted or conveyed by the United States to any of said companies respectively or jointly, and also upon all the estate and property, real, personal, and mixed, assets, and income of the said several railroad companies respectively, from whatever source derived, subject to any lawfully prior and paramount mortgage, lien, or claim thereon. But this section shall not be construed to prevent said companies respectively from using and disposing of any of their property or assets in the ordinary, proper and lawful course of their current business, in good faith and for valuable consideration.

United States
lien on all prop-
erty of the R. R.
companies.

SEC. 10. That it is hereby made the duty of the Attorney-General of the United States to enforce, by proper proceedings against the several railroad companies respectively or jointly, or against either of them, and others, all the rights of the United States under this act and under the acts hereinbefore mentioned, and under any other act of Congress or right of the United States; and in any suit or proceedings already commenced, or that may be hereafter commenced, against any of said companies, either alone or with other parties, in respect of matters arising under this act, or under the acts or rights hereinbefore mentioned or referred to, it shall be the duty of the court to determine the very right of the matter without regard to matters of form, joinder of parties, multifariousness, or other matters not affecting the substantial rights and duties arising out of the matters and acts hereinbefore stated and referred to.

Proceedings
against the com-
panies.

SEC. 11. That if either of said railroad companies shall fail to perform all and singular the requirements of this act and of the acts hereinbefore mentioned, and of any other act relating to said company, to be by it performed, for the period of six months next after such performance may be due, such failure shall operate as a forfeiture of all the rights, privileges, grants, and franchises derived or obtained by it from the United States; and it shall be the duty of the Attorney-General to cause such forfeiture to be judicially enforced.

Forfeiture.

SEC. 12. That nothing in this act shall be construed or taken in any wise to affect or impair the right of Congress at any time hereafter further to alter, amend, or repeal the said acts hereinbefore mentioned; and this act shall be subject to alteration, amendment, or repeal, as in the opinion of Congress, justice or the public welfare may require. And nothing herein contained shall be held to deny, exclude, or impair any right or remedy in the premises now existing in favor of the United States.

Right of Con-
gress to further
amend.

SEC. 13. That each and every of the provisions in this act contained shall severally and respectively be deemed, taken, and held as in alteration and amendment of said act of eighteen hundred and sixty-two and of said act of eighteen hundred and sixty-four respectively, and of both said acts.

Approved, May 7, 1878.

LAWS RELATING TO THE NORTHERN PACIFIC RAILROAD.

Subject.	Date of approval.	U. S. Statutes.	
		Vol.	Page.
Charter act	July 2, 1864	13	365
Extension of time—two years.....	May 7, 1866	14	355
Reports (repealed).....	June 25, 1868	15	79
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Branch line authorized from Portland to Puget Sound.....	Apr. 10, 1869	16	57
Appropriation for surveying lands.....	July 15, 1870	16	365
Issue of bonds authorized.....	May 31, 1870	16	378
Bridge across the Saint Louis River.....	Feb. 27, 1873	17	477

ACT OF JULY 2, 1864.

13 Stat., 365.

CHAP. CCXVII.—An act granting lands to aid in the construction of a railroad and telegraph line from Lake Superior to Puget's Sound, on the Pacific coast, by the northern route.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Richard D. Rice, John A. Poore, Samuel P. Strickland, Samuel C. Fessenden, * * * and all such other persons who shall or may be associated with them, and their successors, are hereby created and erected into a body corporate and politic, in deed and in law, by the name, style, and title of the "Northern Pacific Railroad Company," and by that name shall have perpetual succession, and shall be able to sue and be sued, plead and be impleaded, defend and be defended, in all courts of law and equity within the United States, and may make and have a common seal. And said corporation is hereby authorized and empowered to lay out, locate, construct, furnish, maintain, and enjoy a continuous railroad and telegraph line, with the appurtenances, namely, beginning at a point on Lake Superior, in the State of Minnesota or Wisconsin; thence westerly by the most eligible railroad route, as shall be determined by said company, within the territory of the United States on a line north of the forty-fifth degree of latitude to some point on Puget's Sound, with a branch, via the valley of the Columbia River, to a point at or near Portland, in the State of Oregon, leaving the main trunk line at the most suitable place, not more than three hundred miles from its western terminus; and is hereby vested with all the powers, privileges, and immunities necessary to carry into effect the purposes of this act as herein set forth. The capital stock of said company shall consist of one million shares of one hundred dollars each, which shall in all respects be deemed personal property, and shall be transferable in such manner as the by-laws of said corporation shall provide. The persons hereinbefore named are hereby appointed commissioners, and shall be called the Board of Commissioners of the "Northern Pacific Railroad Company." and fifteen shall constitute a quorum for the transaction of business. The first meeting of said board of commissioners shall be held at the Melodion Hall, in the city of Boston, at such time as any five commissioners herein named from Massachusetts shall appoint, not more than three months after the passage of this act, notice of which shall be given by them to the other commissioners by publishing said notice in at least one daily newspaper in the cities of Boston, New York, Philadelphia, Cincinnati, Milwaukee, and Chicago, once a week at least four weeks previous to the day of meeting. Said board shall organize by the choice from its number of a president, vice-president, secretary, and treasurer, and they shall require from said treasurer such bonds as may be deemed proper, and may from time to time increase the amount thereof as they may deem proper. The secretary shall be sworn to the faithful performance of his duties, and such oath shall be entered upon the records of the company, signed by him, and the oath verified thereon. The president and secretary of said board shall in like manner call all other meetings naming the time and place thereof. It shall be the duty of said board of commissioners to open books, or cause books to be opened, at such times, and in such principal cities or other places in the United States, as they, or a quorum of them, shall determine, within six months after the passage of this act, to receive subscriptions to the capital stock of said corporation, and a cash payment of ten per centum

Northern Pacific Railroad Company incorporated.

Name.

Empowered to lay out, construct, and enjoy a continuous railroad and telegraph line.

From Lake Superior, on a line north of the 45th degree of latitude, to Puget's Sound.

Right to construct a branch to Portland, Oreg.

Capital stock \$100,000,000.

Board of Commissioners appointed.

First meeting of commissioners to be held in Boston, Mass.

Officers to be chosen from the board of commissioners.

Books of subscriptions to be opened in such cities as the board may determine.

on all subscriptions, and to receipt therefor. So soon as twenty thousand shares shall in good faith be subscribed for, and ten dollars per share actually paid into the treasury of the company, the said president and secretary of said board of commissioners shall appoint a time and place for the first meeting of the subscribers to the stock of said company, and shall give notice thereof in at least one newspaper in each State in which subscription books have been opened, at least fifteen days previous to the day of meeting, and such subscribers as shall attend the meeting so called, either in person or by lawful proxy, then and there shall elect by ballot thirteen directors for said corporation; and in such election each share of said capital stock shall entitle the owner thereof to one vote. The president and secretary of the board of commissioners, and, in case of their absence or inability, any two of the officers of said board, shall act as inspectors of said election, and shall certify under their hands the names of the directors elected at said meeting; and the said commissioners, the treasurer, and secretary, shall then deliver over to said directors all the properties, subscription books, and other books in their possession, and thereupon the duties of said commissioners and the officers previously appointed by them, shall cease and determine forever, and thereafter the stockholders shall constitute said body politic and corporate. Annual meetings of the stockholders of the said corporation for the choice of officers (when they are to be chosen) and for the transaction of business, shall be holden at such time and place and upon such notice as may be prescribed in the by-laws.

First meeting of subscribers to capital stock.

Thirteen directors to be elected by stockholders.

Commissioners to deliver to directors all properties, &c.

Annual meetings to be held as prescribed in by-laws.

SEC. 2. *And be it further enacted*, That the right of way through the public lands be, and the same is hereby, granted to said "Northern Pacific Railroad Company," its successors and assigns, for the construction of a railroad and telegraph as proposed; and the right, power, and authority is hereby given to said corporation to take from the public lands, adjacent to the line of said road, material of earth, stone, timber, and so forth, for the construction thereof. Said way is granted to said railroad to the extent of two hundred feet in width on each side of said railroad where it may pass through the public domain, including all necessary ground for station building, workshops, depots, machine-shops, switches, side tracks, turn-tables, and water-stations; and the right of way shall be exempt from taxation within the Territories of the United States. The United States shall extinguish, as rapidly as may be consistent with public policy and the welfare of the said Indians, the Indian titles to all lands falling under the operation of this act, and acquired in the donation to the [road] named in this bill.

Grant of right of way.

Authority to take from adjacent lands materials for construction.

Right of way 200 feet in width on each side of said railroad.

Right of way exempt from taxation.

Indian titles to be extinguished by the United States.

SEC. 3. *And be it further enacted*, That there be, and hereby is, granted to the "Northern Pacific Railroad Company," its successors and assigns, for the purpose of aiding in the construction of said railroad and telegraph line to the Pacific coast, and to secure the safe and speedy transportation of the mails, troops, munitions of war, and public stores, over the route of said line of railway, every alternate section of public land, not mineral, designated by odd numbers, to the amount of twenty alternate sections per mile, on each side of said railroad line, as said company may adopt, through the Territories of the United States, and ten alternate sections of land per mile on each side of said railroad whenever it passes through any State, and whenever on the line thereof, the United States have full title, not reserved, sold, granted, or otherwise appropriated, and free from pre-emption, or other claims or rights, at the time the line of said road is definitely fixed, and a plat thereof filed in the office of the Commissioner of the General Land Office; and whenever, prior to said time, any of said sections or parts of sections shall have been granted, sold, reserved, occupied by homestead settlers, or pre-empted, or otherwise disposed of, other lands shall be selected by said company in lieu thereof, under the direction of the Secretary of the Interior, in alternate sections, and designated by odd numbers, not more than ten miles beyond the limits of said alternate sections: *Provided*, That if said route shall be found upon the line of any other railroad route to aid in the construction of which lands have been heretofore granted by the United States, as far as the routes are upon the same general line, the amount of land heretofore granted shall be deducted from the amount granted by this act: *Provided further*, That the railroad company receiving the previous grant of land may assign their interest to said "Northern Pacific Railroad Company," or may consolidate, confederate, and associate with

Grant of land.

Forty sections per mile in the Territories.

Twenty sections per mile in the States.

Other lands in lieu of those reserved, &c.

Land limits.

If route is upon the line of any other aided road former grant shall be deducted.

Road having previous grant may assign.

"Mineral" said company upon the terms named in the first section of this act: *Provided, further*, That all mineral lands be, and the same are hereby, excluded from the operations of this act, and in lieu thereof a like quantity of unoccupied and unappropriated agricultural lands, in odd numbered sections, nearest to the line of said road may be selected as above provided: *And provided further*, That the word "mineral," when it occurs in this act, shall not be held to include iron or coal: *And provided further*, That no money shall be drawn from the Treasury of the United States to aid in the construction of the said "Northern Pacific Railroad."

SEC. 4. *And be it further enacted*, That whenever said "Northern Pacific Railroad Company" shall have twenty-five consecutive miles of any portion of said railroad and telegraph line ready for the service contemplated the President of the United States shall appoint three commissioners to examine the same, and if it shall appear that twenty-five consecutive miles of said road and telegraph line have been completed in a good, substantial, and workmanlike manner, as in all other respects required by this act, the commissioners shall so report to the President of the United States, and patents of lands as aforesaid shall be issued to said company, confirming to said company the right and title to said lands, situated opposite to, and coterminous with, said completed section of said road; and, from time to time, whenever twenty-five additional consecutive miles shall have been constructed, completed, and in readiness as aforesaid, and verified by said commissioners to the President of the United States, then patents shall be issued to said company conveying the additional sections of land as aforesaid, and so on as fast as every twenty-five miles of said road is completed as aforesaid: *Provided*, That no more than ten sections of land per mile, as said road shall be completed, shall be conveyed to said company for all that part of said railroad lying east of the western boundary of the State of Minnesota, until the whole of said railroad shall be finished and in good running order, as a first-class railroad, from the place of beginning on Lake Superior to the western boundary of Minnesota: *Provided also*, That lands shall not be granted under the provisions of this act on account of any railroad, or part thereof, constructed at the date of the passage of this act.

SEC. 5. *And be it further enacted*, That said Northern Pacific Railroad shall be constructed in a substantial and workmanlike manner, with all the necessary draws, culverts, bridges, viaducts, crossings, turnouts, stations, and watering places, and all other appurtenances, including furniture, and rolling stock, equal in all respects to railroads of the first class, when prepared for business, with rails of the best quality, manufactured from American iron. And a uniform gauge shall be established throughout the entire length of the road. And there shall be constructed a telegraph line, of the most substantial and approved description, to be operated along the entire line: *Provided*, That the said company shall not charge the Government higher rates than they do individuals for like transportation and telegraphic service. And it shall be the duty of the Northern Pacific Railroad Company to permit any other railroad which shall be authorized to be built by the United States, or by the legislature of any Territory or State in which the same may be situated, to form running connections with it, on fair and equitable terms.

SEC. 6. *And be it further enacted*, That the President of the United States shall cause the lands to be surveyed for forty miles in width on both sides of the entire line of said road, after the general route shall be fixed, and as fast as may be required by the construction of said railroad; and the odd sections of land hereby granted shall not be liable to sale, or entry, or pre-emption before or after they are surveyed, except by said company, as provided in this act; but the provisions of the act of September, eighteen hundred and forty-one, granting pre-emption rights, and the acts amendatory thereof, and of the act entitled "An act to secure homesteads to actual settlers on the public domain," approved May twenty, eighteen hundred and sixty-two, shall be, and the same are hereby, extended to all other lands on the line of said road, when surveyed, excepting those hereby granted to said company. And the reserved alternate sections shall not be sold by the Government at a price less than two dollars and fifty cents per acre, when offered for sale.

SEC. 7. *And be it further enacted*, That the said "Northern Pacific Railroad Company" be, and is hereby, authorized and empowered to enter upon, purchase, take, and hold any lands or premises that may be

necessary and proper for the construction and working of said road, not exceeding in width two hundred feet on each side of the line of its railroad, unless a greater width be required for the purpose of excavation or embankment; and also any lands or premises that may be necessary and proper for turnouts, standing places for cars, depots, station-houses, or any other structures required in the construction and working of said road. And the said company shall have the right to cut and remove trees and other material that might, by falling, encumber its road-bed, though standing or being more than two hundred feet from the line of said road. And in case the owner of such lands or premises and the said company cannot agree as to the value of the premises taken, or to be taken, for the use of said road, the value thereof shall be determined by the appraisal of three disinterested commissioners, who may be appointed, upon application by either party, to any court of record in any of the Territories in which the lands or premises to be taken lie; and said commissioners, in their assessment of damages, shall appraise such premises at what would have been the value thereof if the road had not been built. And upon return into court of such appraisement, and upon the payment into the same of the estimated value of the premises taken for the use and benefit of the owner thereof, said premises shall be deemed to be taken by said company, which shall thereby acquire full title to the same for the purposes aforesaid. And either party feeling aggrieved at said appraisement may, within thirty days after the same has been returned into court, file an appeal therefrom, and demand a jury of twelve men to estimate the damage sustained; but such appeal shall not interfere with the rights of said company to enter upon the premises taken, or to do any act necessary and proper in the construction of its road. And said party appealing shall give bonds, with sufficient surety or sureties, for the payment of any cost that may arise upon such appeal; and in case the party appealing does not obtain a verdict, increasing or diminishing, as the case may be, the award of the commissioners, such party shall pay the whole cost incurred by the appellee, as well as his own, and the payment into court, for the use of the owner of said premises taken, of a sum equal to that finally awarded, shall be held to vest in said company the title of said land, and of the right to use and occupy the same for the construction, maintenance, and operation of said road. And in case any of the lands to be taken, as aforesaid, shall be held by any infant, femme covert, non compos, insane person, or persons residing without the Territory within which the lands to be taken lie, or persons subjected to any legal disability, the court may appoint a guardian for any party under any disqualification, to appear in proper person, who shall give bonds, with sufficient surety or sureties, for the proper and faithful execution of his trust, and who may represent in court the person disqualified, as aforesaid, from appearing, when the same proceedings shall be had in reference to the appraisement of the premises to be taken for the use of said company, and with the same effect as has been already described; and the title of the company to the lands taken by virtue of this act shall not be affected or impaired by reason of any failure by any guardian to discharge faithfully his trust. And in case any party shall have a right or claim to any land for a term of years, or any interest therein, in possession, reversion, or remainder, the value of any such estate, less than a fee simple, shall be estimated and determined in the manner hereinbefore set forth. And in case it shall be necessary for the company to enter upon any lands which are unoccupied, and of which there is no apparent owner or claimant, it may proceed to take and use the same for the purposes of said railroad, and may institute proceedings, in manner described, for the purpose of ascertaining the value of, and acquiring title to, the same; but the judge of the court hearing said suit shall determine the kind of notice to be served on such owner or owners, and he may in its discretion appoint an agent or guardian to represent such owner or owners in case of his or their incapacity or non-appearance. But in case no claimant shall appear within six years from the time of the opening of said road across any land, all claims to damages against said company shall be barred.

SEC. 8. *And be it further enacted*, That each and every grant, right, and privilege herein are so made and given to, and accepted by said Northern Pacific Railroad Company, upon and subject to the following conditions, namely: that the said company shall commence the work on said road within two years from the approval of this act by the

nary for construction of its road.

200 feet on each side.

Lands for depots, &c.

Damages to be determined by commissioners.

Procedure.

What proceedings in cases of lands held by any infant or person subject to any legal disability.

Other proceedings.

Proceedings when lands are unoccupied.

Claims barred if not made within six years.

Grants made subject to certain conditions.

Whole road to be completed by July 4, 1876.

(Joint res. May 7, 1866, time extended two years; joint res. July 1, 1868, sec. 8; amended, time extended one year.)

Congress may do anything necessary to insure a speedy completion of the road.

All people of the United States may subscribe to the stock, until whole amount is taken up.

No bonds to be issued without consent of Congress.

To be a post-route and military road.

Congress may restrict charges for Government transportation.

Company to accept terms, conditions, &c., within two years.

Annual report to be verified by affidavits of president and six directors of company.

Election of president and vice-president from board of directors.

Treasurer and secretary.

Term of office of president, vice-president, and directors not to exceed three years.

Directors empowered to make by-laws, rules, and regulations.

Directors may fill vacancies in board.

President, and shall complete not less than fifty miles per year after the second year, and shall construct, equip, furnish, and complete the whole road by the fourth day of July, anno Domini eighteen hundred and seventy-six.

SEC. 9. *And be it further enacted*, That the United States make the several conditioned grants herein, and that the said Northern Pacific Railroad Company accept the same, upon the further condition that if the said company make any breach of the conditions hereof, and allow the same to continue for upwards of one year, then, in such case, at any time hereafter, the United States, by its Congress, may do any and all acts and things which may be needful and necessary to insure a speedy completion of the said road.

SEC. 10. *And be it further enacted*, That all people of the United States shall have the right to subscribe to the stock of the Northern Pacific Railroad Company until the whole capital named in this act of incorporation is taken up, by complying with the terms of subscription; and no mortgage or construction bonds shall ever be issued by said company on said road, or mortgage, or lien made in any way, except by the consent of the Congress of the United States.

SEC. 11. *And be it further enacted*, That said Northern Pacific Railroad, or any part thereof, shall be a post-route and a military road, subject to the use of the United States, for postal, military, naval, and all other Government service, and also subject to such regulations as Congress may impose restricting the charges for such Government transportation.

SEC. 12. *And be it further enacted*, That the acceptance of the terms, conditions, and impositions of this act by the said Northern Pacific Railroad Company shall be signified in writing under the corporate seal of said company, duly executed pursuant to the directions of its board of directors first had and obtained, which acceptance shall be made within two years after the passage of this act, and not afterwards, and shall be served on the President of the United States.

SEC. 13. *And be it further enacted*, That the directors of said company shall make an annual report of their proceedings and expenditures, verified by the affidavits of the president and at least six of the directors, and they shall, from time to time, fix, determine, and regulate the fares, tolls, and charges to be received and paid for transportation of persons and property on said road, or any part thereof.

SEC. 14. *And be it further enacted*, That the directors chosen in pursuance of the first section of this act shall, as soon as may be after their election, elect from their own number a president and vice-president; and said board of directors shall, from time to time, and as soon as may be after their election, choose a treasurer and secretary, who shall hold their offices at the will and pleasure of the board of directors. The treasurer and secretary shall give such bonds, with such security as the said board from time to time may require. The secretary shall, before entering upon his duty, be sworn to the faithful discharge thereof, and said oath shall be made a matter of record upon the books of said corporation. No person shall be a director of said company unless he shall be a stockholder, and qualified to vote for directors at the election at which he shall be chosen.

SEC. 15. *And be it further enacted*, That the president, vice-president, and directors shall hold their offices for the period indicated in the by-laws of said company, not exceeding three years, respectively, and until others are chosen in their place, and qualified. In case it shall so happen that an election of directors shall not be made on any day appointed by the by-laws of said company, the corporation shall not for that excuse be deemed to be dissolved, but such election may be holden on any day which shall be appointed by the directors. The directors, of whom seven, including the president, shall be a quorum for the transaction of business, shall have full power to make and prescribe such by-laws, rules, and regulations as they shall deem needful and proper touching the disposition and management of the stock, property, estate, and effects of the company, the transfer of shares, the duties and conduct of their officers and servants touching the election and meeting of the directors, and all matters whatsoever which may appertain to the concerns of said company; and the said board of directors may have full power to fill any vacancy or vacancies that may occur from any cause or causes from time to time in their said board. And the said

board of directors shall have power to appoint such engineers, agents, and subordinates as may from time to time be necessary to carry into effect the object of the company, and to do all acts and things touching the location and construction of said road. Directors empowered to appoint engineers, agents, &c.

SEC. 16. *And be it further enacted*, That it shall be lawful for the directors of said company to require payment of the sum of ten per centum cash assessment upon all subscriptions received of all subscribers, and the balance thereof at such times and in such proportions and on such conditions as they shall deem to be necessary to complete the said road and telegraph line within the time in this act prescribed. Sixty days' previous notice shall be given of the payments required, and of the time and place of payment, by publishing a notice once a week in one daily newspaper in each of the cities of Boston, New York, Philadelphia, and Chicago; and in case any stockholders shall neglect or refuse to pay, in pursuance of such notice, the stock held by such person shall be forfeited absolutely to the use of the company, and also any payment or payments that shall have been made on account thereof, subject to the condition that the board of directors may allow the redemption on such terms as they may prescribe. Directors to require payment of ten per centum cash assessment, and balance of subscription when needed.

SEC. 17. *And be it further enacted*, That the said company is authorized to accept to its own use any grant, donation, loan, power, franchise, aid, or assistance which may be granted to, or conferred upon, said company by the Congress of the United States, by the legislature of any State, or by any corporation, person, or persons; and said corporation is authorized to hold and enjoy any such grant, donation, loan, power, franchise, aid, or assistance, to its own use for the purpose aforesaid. Forfeited stock may be redeemed on terms prescribed by directors.

SEC. 18. *And be it further enacted*, That said Northern Pacific Railroad Company shall obtain the consent of the legislature of any State through which any portion of said railroad line may pass previous to commencing the construction thereof; but said company may have the right to put on engineers and survey the route before obtaining the consent of the legislature. Company authorized to accept other grants, franchises, &c.

SEC. 19. *And be it further enacted*, That unless said Northern Pacific Railroad Company shall obtain *bona fide* subscriptions to the stock of said company to the amount of two millions of dollars, with ten per centum paid within two years after the passage and approval of this act, it shall be null and void. Consent of State legislatures to be obtained.

SEC. 20. *And be it further enacted*, That the better to accomplish the object of this act, namely, to promote the public interest and welfare by the construction of said railroad and telegraph line, and keeping the same in working order, and to secure to the Government at all times (but particularly in time of war) the use and benefits of the same for postal, military, and other purposes, Congress may, at any time, having due regard for the rights of said Northern Pacific Railroad Company, add to, alter, amend, or repeal this act. Act to be null and void, unless two millions of dollars of stock are subscribed for within two years.

Approved, July 2, 1864.

JOINT RESOLUTION OF MAY 7, 1866.

No. 34.—A RESOLUTION extending the time for the completion of the Union Pacific Railway, eastern division. 14 Stat., 355.

SEC. 2. *And be it further resolved*, That the time for commencing, and completing the Northern Pacific Railroad, and all its several sections, is extended for the term of two years. Northern Pacific Railroad.

Approved, May 7, 1866.

ACT OF JUNE 25, 1868.

(Repealed.)

CHAP. LXXVII.—An act relative to filing reports of railroad companies. 15 Stat., 79.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the reports required to be made to the Secretary of the Treasury on or before the first day of July of each year, by the corporations created by or entitled to sub- Reports to the Secretary of the Interior to be made on or before

the first day of October of each year by subsidized Pacific railroad companies.

sidies under the provisions of an act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes," approved July first, eighteen hundred and sixty-two, and the acts supplemental to and amendatory thereof, shall hereafter be made to the Secretary of the Interior, on or before the first day of October of each year. Said reports shall furnish full and specific information upon the several points mentioned in the twentieth section of the said act of eighteen hundred and sixty-two, and shall be verified as therein prescribed, and on failure to make the same as herein required, the issue of bonds or patents to the company in default shall be suspended until the requirements of this act shall be complied with by such company. And the reports hitherto made to the Secretary of the Treasury under the said act of July first, eighteen hundred and sixty-two, shall be transferred and delivered by him to the Secretary of the Interior to be filed by him.

Northern Pacific, Atlantic and Pacific, and Southern Pacific Railroad Companies to report at same time as the Union Pacific Railroad Company.

SEC. 2. *And be it further enacted*, That the corporations created by the provisions of the acts of Congress approved July second, eighteen hundred and sixty-four, and July twenty-seventh, eighteen hundred and sixty-six, and known as the Northern Pacific Railroad Company, the Atlantic and Pacific Railroad Company, and the Southern Pacific Railroad Company, shall make reports to the Secretary of the Interior on or before the first of October of each year, as are required to be made by the Union Pacific Railroad and branches, under the provisions of the first section of this act, and on failure so to do, shall be subject to the like suspension.

Reports of examining commissioners to be addressed to and filed in the Department of the Interior.

SEC. 3. *And be it further enacted*, That the reports required from the commissioners appointed to examine and report in relation to the road of any of the corporations whereto reference is made in this act, shall be addressed to and filed in the Department of the Interior; and all such reports heretofore made shall be transferred to and filed in said Department of the Interior; and so much of any and all acts as requires any reports from such companies, or any officers thereof, to be made to the Secretary of the Treasury, is hereby repealed.

Annual reports of officers to be furnished annually to the Secretary of the Interior.

SEC. 4. *And be it further enacted*. That, in addition to the eight subjects referred to in section twenty of the act of July, eighteen hundred and sixty-two, to be reported upon, there shall also be furnished annually to the Secretary of the Interior all reports of engineers, superintendents, or other officers who make annual reports to any of said railroad companies.

Approved, June 25, 1862.

(The foregoing act was repealed by act of Congress, approved June 19, 1878, 20 U. S. Stat., 169.)

JOINT RESOLUTION OF JULY 1, 1863.

15 Stat., p. 255. No. 47.—JOINT RESOLUTION extending the time for the completion of the Northern Pacific Railroad.

Section 8, chap. 217, 13 Stat., 370, amended.

Time extended to July 4, 1879. (See res. of May 7, 1866, 14 Stat., 355.)

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That section eight of an act entitled "An act granting lands to aid in the construction of a railroad and telegraph line from Lake Superior to Puget Sound, on the Pacific coast," is hereby so amended as to read as follows: That each and every grant, right, and privilege herein, are so made and given to and accepted by said Northern Pacific Railroad Company upon and subject to the following conditions, namely: That the said company shall commence the work on said road within two years from and after the second day of July, eighteen hundred and sixty-eight, and shall complete not less than one hundred miles per year after the second year thereafter, and shall construct, equip, furnish, and complete the whole road by the fourth day of July, anno Domini eighteen hundred and seventy-seven.

Approved, July 1, 1863.

JOINT RESOLUTION OF MARCH 1, 1869.

No. 15.—JOINT RESOLUTION granting the Consent of Congress provided for in section ten of the Act incorporating the Northern Pacific Railroad Company, approved July second, eighteen hundred and sixty-four. 15 Stat., 346.
13 Stat., 370.

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of the Congress of the United States is hereby given to the Northern Pacific Railroad Company to issue its bonds, and to secure the same by mortgage upon its railroad and its telegraph line, for the purpose of raising funds with which to construct said railroad and telegraph line between Lake Superior and Puget Sound, and also upon its branch to a point at or near Portland, Oregon; and the term "Puget Sound," as used here and in the act incorporating said company, is hereby construed to mean all the waters connected with the Straits of Juan de Fuca within the territory of the United States. Consent of Congress given to issue mortgage bonds for construction purpose.
Meaning of term "Puget Sound."

Approved, March 1, 1869.

JOINT RESOLUTION OF APRIL 10, 1869.

No. 20.—JOINT RESOLUTION granting Right of Way for the Construction of a Railroad from a Point at or near Portland, Oregon, to a Point west of the Cascade Mountains, in Washington Territory. 16 Stat., 57.

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Northern Pacific Railroad Company be, and hereby is, authorized to extend its branch line from a point at or near Portland, Oregon, to some suitable point on Puget Sound, to be determined by said company, and also to connect the same with its main line west of the Cascade mountains, in the Territory of Washington; said extension being subject to all the conditions and provisions, and said company in respect thereto being entitled to all the rights and privileges conferred by the act incorporating said company, and all acts additional to and amendatory thereof: *Provided,* That said company shall not be entitled to any subsidy in money, bonds, or additional lands of the United States, in respect to said extension of its branch line as aforesaid, except such lands as may be included in the right of way on the line of such extension as it may be located: *And provided further,* That at least twenty-five miles of said extension shall be constructed before the second day of July, eighteen hundred and seventy-one, and forty miles per year thereafter until the whole of said extension shall be completed. Company authorized to extend its branch line from Portland to Puget Sound.
Not entitled hereby to any subsidy or additional lands.

Approved, April 10, 1869.

ACT OF JULY 15, 1870.

CHAP. CCXCII.—An Act making Appropriations for sundry civil Expenses of the Government for the Year ending June thirty, eighteen hundred and seventy-one, and for other Purposes. 16 Stat., 305.

For the survey of the public lands within the limits of the land grant to the Northern Pacific Railroad Company in a direct line extending from Du Luth, on Lake Superior, to Georgetown, on the Red River of the North, ninety-five thousand nine hundred and eighty dollars: *Provided,* That five thousand dollars of this appropriation shall be expended for office work by the surveyor-general of Minnesota: *And provided further,* That before any land granted to said company by the United States shall be conveyed to any party entitled thereto under any of the acts incorporating or relating to said company, there shall first be paid into the Treasury of the United States the cost of surveying, selecting, and conveying the same, by the said company or party in interest. Appropriation for survey of public lands granted to the Northern Pacific Railroad Company between Duluth and Georgetown.
Before lands are surveyed the cost of surveying shall be paid into the Treasury.

Approved, July 15, 1870.

RESOLUTION OF MAY 31, 1870.

16 Stat., 378.

No. 67.—A RESOLUTION authorizing the Northern Pacific Railroad Company to issue its Bonds for the Construction of its Road and to secure the same by Mortgage, and for other Purposes.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Northern Pacific Railroad Company be, and hereby is, authorized to issue its bonds to aid in the construction and equipment of its road, and to secure the same by mortgage on its property and rights of property of all kinds and descriptions, real, personal, and mixed, including its franchises as a corporation; and, as proof and notice of its legal execution and effectual delivery, said mortgage shall be filed and recorded in the office of the Secretary of the Interior; and also to locate and construct, under the provisions and with the privileges, grants, and duties provided for in its act of incorporation, its main road to some point on Puget Sound, via the valley of the Columbia River, with the right to locate and construct its branch from some convenient point on its main trunk line across the Cascade Mountains to Puget Sound; and in the event of there not being in any State or Territory in which said main line or branch may be located, at the time of the final location thereof, the amount of lands per mile granted by Congress to said company, within the limits prescribed by its charter, then said company shall be entitled, under the directions of the Secretary of the Interior, to receive so many sections of land belonging to the United States, and designated by odd numbers, in such State or Territory, within ten miles on each side of said road, beyond the limits prescribed in said charter, as will make up such deficiency, on said main line or branch, except mineral and other lands as exempted in the charter of said company of eighteen hundred and sixty-four, to the amount of the lands that have been granted, sold, reserved, occupied by homestead settlers, pre-empted, or otherwise disposed of subsequent to the passage of the act of July two, eighteen hundred and sixty-four, and that twenty-five miles of said main line between its western terminus and the city of Portland, in the State of Oregon, shall be completed by the first day of January, anno Domini eighteen hundred and seventy-two, and forty miles of the remaining portion thereof each year thereafter, until the whole shall be completed between said points: *Provided*, That all lands hereby granted to said company which shall not be sold or disposed of or remain subject to the mortgage by this act authorized, at the expiration of five years after the completion of the entire road, shall be subject to settlement and preemption like other lands, at a price to be paid to said company not exceeding two dollars and fifty cents per acre; and if the mortgage hereby authorized shall at any time be enforced by foreclosure or other legal proceeding, or the mortgaged lands hereby granted, or any of them, be sold by the trustees to whom such mortgage may be executed, either at its maturity or for any failure or default of said company under the terms thereof, such lands shall be sold at public sale, at places within the States and Territories in which they shall be situate, after not less than sixty days previous notice, in single sections or subdivisions thereof, to the highest and best bidder: *Provided further*, That in the construction of the said railroad, American iron or steel exclusively shall be used, the same to be manufactured from American ores exclusively.

SEC. 2. *And be it further resolved*, That Congress may at any time alter or amend this joint resolution, having due regard to the rights of said company, and any other parties.

Approved, May 31, 1870.

ACT OF FEBRUARY 27, 1873.

17 Stat., 477.

CHAP. CCVII.—An Act to authorize the Northern Pacific Railroad Company to construct and maintain a Bridge across the Saint Louis River.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Northern Pacific Railroad Company is hereby authorized to construct and maintain a draw-bridge across the Saint Louis River between Rice's Point, in the State

of Minnesota, and Connor's Point, in the State of Wisconsin. That the said bridge shall be not less than ten feet above the level of the water of said river at the point where its construction is hereby authorized; that said bridge shall have a pivot-draw giving two clear openings of one hundred feet each, measured at right angles to the current at the average stage of water in the river, and located in a part of the bridge that can be safely and conveniently reached at that stage; and the next adjoining spans to the draw shall not be less than one hundred and fifty feet, if the proper location of the draw over the channel will admit spans of this width between it and the shore; and said span shall not be less than ten feet above extreme high-water mark, measuring to the bottom chord of the bridge; that said draw shall be opened promptly upon reasonable signal, for the passage of boats whose construction shall not be such as to admit of their passage under the stationary spans of said bridge, except when trains are passing over the same; but in no case shall unnecessary delay occur in opening the said draw before or after the passage of trains.

SEC. 2. That the piers of the said bridge shall be built parallel with the current at that stage of the river which is most important for navigation; and that no ripraps or other outside protection for imperfect foundation will be permitted in the channel-way of the draw-openings.

SEC. 3. That the said Northern Pacific Railroad Company shall submit to the Secretary of War, for his examination, a design and drawings of the bridge and piers, and a map of the location, giving, for the space of at least one mile above and one mile below the proposed location, the topography of the banks of the river, the shore lines at high and low water, the direction of the current at all stages, and the soundings accurately showing the bed of the stream, the location of any other bridge or bridges, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject by the Secretary of War; and if the Secretary of War is satisfied that the provisions of the law have been complied with in regard to location, the building of the piers may be at once commenced; but if it shall appear that the conditions prescribed by this act cannot be complied with at the location where it is desired to construct the bridge, the Secretary of War shall, after considering any remonstrances filed against the building of said bridge, and furnishing copies of such remonstrances to the board of engineers provided for in this act, detail a board composed of three experienced officers of the Corps of Engineers, to examine the case, and, on their recommendation, authorize such modifications in the requirements of this act, as to location and piers, as will permit the construction of the bridge, not, however, diminishing the width of the spans contemplated by this act: *Provided*, That the free navigation of the river be not materially injured thereby.

SEC. 4. That all parties owning, occupying, or operating the said bridge shall maintain, at their own expense, from sunset to sunrise throughout the year, such lights on their bridges as may be required by the Light-House Board for the security of navigation; and all persons owning, occupying, or operating the said bridge shall, in any event, maintain all lights on their bridge that may be necessary for the security of navigation.

SEC. 5. That any bridge constructed under this act, and according to its limitations, shall be a lawful structure, and shall be recognized and known as a post-route, upon which, also, no higher charge shall be made for the transmission over the same of the mails, the troops, and the munitions of war of the United States than the rate per mile paid for the transportation over the railroads or public highways leading to said bridge; and the United States shall have the right of way for postal-telegraph purposes across such bridge; and in case of any litigation arising from any obstruction or alleged obstruction to the navigation of said river, created by the construction of said bridge under this act, the cause or question arising may be tried before the district court of the United States of any State in which any portion of said obstruction or bridge touches.

SEC. 6. That all railway companies desiring to use the said bridge shall have and be entitled to equal rights and privileges in the passage of the same, and in the use of the machinery and fixtures thereof, and of all the approaches thereto, under and upon such terms and conditions as shall be prescribed by the Secretary of War, upon hearing the allegations and proof of the parties in case they shall not agree.

No riprapping to be permitted for piers in channel-way.

Plans and maps to be submitted to the Secretary of War.

Under certain circumstances the Secretary of War shall detail a board of three officers of the Engineer Corps to examine the case.

Lights, as may be required by the Light-House Board, shall be maintained on the bridge.

Bridge shall be a lawful structure and a post-route without extra charge for Government transportation.

United States reserves the right of way for postal-telegraph purposes across such bridge.

All railway companies may use the bridge.

Terms and conditions of such use.

Right to alter or amend reserved.

Any change in construction subject to approval of the Secretary of War.

SEC. 7. That the right to alter or amend this act, so as to prevent or remove all material obstructions to the navigation of said river by the construction of the said bridge, is hereby expressly reserved, without any liability of the Government for damages on account of the alteration or amendment of this act, or on account of the prevention or requiring the removal of any such obstructions; and if any change be made in the plan of construction of any bridge constructed under this act, during the progress of the work thereon or before the completion of said bridge, such change shall be subject to the approval of the Secretary of War; and any change in the construction or any alteration of said bridge that may be directed at any time by Congress, shall be made at the cost and expense of the owners thereof.

Approved, February 27, 1873.

LAWS RELATING TO THE ATLANTIC AND PACIFIC RAILROAD.

Subject.	Date of approval.	United States Statutes.	
		Vol.	Page.
Charter act.....	July 27, 1866	14	292
Reports (repealed)	July 25, 1868	15	79
Mortgage authorized	Apr. 20, 1871	17	19

14 Stat. 292.

ACT OF JULY 27, 1866.

CHAP. CCLXXVIII.—An act granting Lands to aid in the Construction of a Railroad and Telegraph Line from the States of Missouri and Arkansas to the Pacific Coast.

Atlantic and Pacific Railroad Company incorporated.

Name.

Empowered to lay out, construct, and enjoy a continuous railroad and telegraph line.

From Springfield, Mo., via Albuquerque, N. M., along the 35th parallel of latitude, to the Pacific.

Right to construct a branch from Canadian River to a point near Van Buren, Ark.

Capital stock \$100,000,000.

Board of commissioners appointed.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That John B. Brown, Anson P. Morrill, Samuel F. Hersey, William G. Crosby, Samuel E. Spring, Samuel P. Dinsmore, of Maine; * * * and all such other persons who shall or may be associated with them, and their successors, are hereby created and erected into a body corporate and politic, in deed and in law, by the name, style, and title of the "Atlantic and Pacific Railroad Company," and by that name shall have perpetual succession, and shall be able to sue and be sued, plead and be impleaded, defend and be defended, in all courts of law and equity within the United States, and may make and have a common seal. And said corporation is hereby authorized and empowered to lay out, locate, and construct, furnish, maintain, and enjoy, a continuous railroad and telegraph line, with the appurtenances, namely: Beginning at or near the town of Springfield, in the State of Missouri, thence to the western boundary line of said State, and thence by the most eligible railroad route as shall be determined by said company to a point on the Canadian River, thence to the town of Albuquerque, on the River Del Norte, and thence by way of the Agua Frio, or other suitable pass, to the head-waters of the Colorado Chiquito, and thence, along the thirty-fifth parallel of latitude as near as may be found most suitable for a railway route, to the Colorado River, at such point as may be selected by said company for crossing; thence, by the most practicable and eligible route, to the Pacific. The said company shall have the right to construct a branch from the point at which the road strikes the Canadian River eastwardly, along the most suitable route as selected, to a point in the western boundary line of Arkansas, at or near the town of Van Buren. And the said company is hereby vested with all the powers, privileges, and immunities necessary to carry into effect the purposes of this act, as herein set forth. The capital stock of said company shall consist of one million shares of one hundred dollars each, which shall in all respects be deemed personal property, and shall be transferable in such manner as the laws of said corporation shall provide. The persons hereinbefore named are hereby appointed commissioners, and shall be called the board of commissioners of the "Atlantic and Pacific Railroad Company," and fifteen shall constitute a quorum for the transaction*

of business. The first meeting of said board of commissioners shall be held at the Turner Hall, in the city of Saint Louis, on the first day of October, anno Domini eighteen hundred and sixty-six, or at such time within three months thereafter as any ten commissioners herein named from Missouri shall appoint, notice of which shall be given by them to the other commissioners by publishing said notice in at least one daily newspaper in the cities of Boston, New York, Cincinnati, Saint Louis, Memphis, and Nashville, once a week for at least four weeks previous to the day of meeting. Said board shall organize by the choice from its number of a president, vice-president, secretary, and treasurer, and they shall require from said treasurer such bonds as may be deemed proper, and may from time to time increase the amount thereof, as they may deem proper. The secretary shall be sworn to the faithful performance of his duties, and such oath shall be entered upon the records of the company, signed by him, and the oath verified thereon. The president and secretary of said boards shall, in like manner, call other meetings, naming the time and place thereof. It shall be the duty of said board of commissioners to open books, or cause books to be opened, at such times and in such principal cities or other places in the United States as they or a quorum of them shall determine, within twelve months after the passage of this act, to receive subscriptions to the capital stock of said corporation, and a cash payment of ten per centum on all subscriptions, and to receipt therefor. So soon as ten thousand shares shall in good faith be subscribed for, and ten dollars per share actually paid into the treasury of the company, the said president and secretary of said board of commissioners shall appoint a time and place for the first meeting of the subscribers to the stock of said company, and shall give notice thereof in at least one newspaper in each State in which subscription books have been opened, at least fifteen days previous to the day of meeting, and such subscribers as shall attend the meeting so called, either in person or by lawful proxy, then and there shall elect, by ballot, thirteen directors for said corporation; and in such election each share of said capital stock shall entitle the owner thereof to one vote. The president and secretary of the board of commissioners, and in case of their absence or inability any two of the officers of said board, shall act as inspectors of said election, and shall certify, under their hands, the names of the directors elected at said meeting. And the said commissioners, treasurer, and secretary shall then deliver over to said directors all the moneys, properties, subscription books, and other books in their possession, and thereupon the duties of said commissioners and the officers previously appointed by them shall cease and determine forever, and thereafter the stockholders shall constitute said body politic and corporate. Annual meetings of the stockholders of the said corporation for the choice of officers (when they are to be chosen), and for the transaction of business, shall be holden at such time and place and upon such notice as may be prescribed in the by-laws.

SEC. 2. *And be it further enacted*, That the right of way through the public lands be, and the same is hereby, granted to the said Atlantic and Pacific Railroad Company, its successors and assigns, for the construction of a railroad and telegraph as proposed; and the right, power, and authority is hereby given to said corporation to take from the public lands adjacent to the line of said road material of earth, stone, timber, and so forth, for the construction thereof. Said way is granted to said railroad to the extent of one hundred feet in width on each side of said railroad where it may pass through the public domain, including all necessary grounds for station-buildings, workshops, depots, machine-shops, switches, side-tracks, turn-tables, and water-stations; and the right of way shall be exempt from taxation within the Territories of the United States. The United States shall extinguish, as rapidly as may be consistent with public policy and the welfare of the Indians, and only by their voluntary cession, the Indian title to all lands falling under the operation of this act and acquired in the donation to the road named in the act.

SEC. 3. *And be it further enacted*, That there be, and hereby is, granted to the Atlantic and Pacific Railroad Company, its successors and assigns, for the purpose of aiding in the construction of said railroad and telegraph line to the Pacific Coast, and to secure the safe and speedy transportation of the mails, troops, munitions of war, and public stores, over the route of said line of railway and its branches, every

First meeting of commissioners to be held in St. Louis, Mo.

Organization of board.

President and secretary to call other meetings.

Duty of the board of commissioners to open books for subscriptions to stock.

First meeting of subscribers to stock.

Thirteen directors to be elected by stockholders.

Commissioners to deliver over to the directors all the moneys, properties, books, &c.

Annual meetings of stockholders.

Grant of right of way.

Authority to take from adjacent lands materials for construction.

Right of way 100 feet in width on each side of said railroad.

Right of way exempt from taxation.

Indian titles to be extinguished by the United States.

Grant of lands.

Forty sections per mile in the Territories.
Twenty sections per mile in the States.

Other lands may be selected in lieu of those reserved.

Land limits.

If route is upon the line of any other aided road former grant shall be deducted.

Road having previous grant may assign.

"Mineral" lands not granted.

Agricultural lands in lieu of mineral lands.

"Mineral" does not include iron or coal.

The President to appoint three Commissioners to examine road.

Commissioners to report, under oath to the President.

Road to be constructed as a "first-class" railroad.

Rails to be of American iron.
Gauge to be uniform.

Telegraph line.
Condition as to charges for Government transportation and telegraphic service.

Other roads may form run-

alternate section of public land, not mineral, designated by odd numbers, to the amount of twenty alternate sections per mile, on each side of said railroad line, as said company may adopt, through the Territories of the United States, and ten alternate sections of land per mile on each side of said railroad whenever it passes through any State, and whenever, on the line thereof, the United States have full title, not reserved, sold, granted, or otherwise appropriated, and free from pre-emption or other claims or rights, at the time the line of said road is designated by a plat thereof, filed in the office of the commissioner of the General Land-Office; and whenever, prior to said time, any of said sections or parts of sections shall have been granted, sold, reserved, occupied by homestead settlers, or pre-empted, or otherwise disposed of, other lands shall be selected by said company in lieu thereof, under the direction of the Secretary of the Interior, in alternate sections, and designated by odd numbers, not more than ten miles beyond the limits of said alternate sections, and not including the reserved numbers: *Provided*, That if said route shall be found upon the line of any other railroad route, to aid in the construction of which lands have been heretofore granted by the United States, as far as the routes are upon the same general line, the amount of land heretofore granted shall be deducted from the amount granted by this act: *Provided further*, That the railroad company receiving the previous grant of land may assign their interest to said "Atlantic and Pacific Railroad Company," or may consolidate, confederate, and associate with said company upon the terms named in the first and seventeenth sections of this act: *Provided further*, That all mineral lands be, and the same are hereby, excluded from the operations of this act, and in lieu thereof a like quantity of unoccupied and unappropriated agricultural lands in odd-numbered sections nearest to the line of said road, and within twenty miles thereof, may be selected as above provided: *And provided further*, That the word "mineral," when it occurs in this act, shall not be held to include iron or coal: *And provided further*, That no money shall be drawn from the Treasury of the United States to aid in the construction of the said "Atlantic and Pacific Railroad."

SEC. 4. *And be it further enacted*, That whenever said Atlantic and Pacific Railroad Company shall have twenty-five consecutive miles of any portion of said railroad and telegraph line ready for the service contemplated, the President of the United States shall appoint three commissioners to examine the same, who shall be paid a reasonable compensation for their services by the company, to be determined by the Secretary of the Interior; and if it shall appear that twenty-five consecutive miles of said road and telegraph line have been completed in a good, substantial and workman-like manner, as in all other respects required by this act, the commissioners shall so report under oath, to the President of the United States, and patents of lands, as aforesaid, shall be issued to said company, confirming to said company the right and title to said lands situated opposite to and coterminous with said completed section of said road. And from time to time, whenever twenty-five additional consecutive miles shall have been constructed, completed, and in readiness as aforesaid, and verified by said commissioners to the President of the United States, then patents shall be issued to said company conveying the additional sections of land as aforesaid, and so on as fast as every twenty-five miles of said road is completed as aforesaid.

SEC. 5. *And be it further enacted*, That said Atlantic and Pacific Railroad shall be constructed in a substantial and workman-like manner, with all the necessary draws, culverts, bridges, viaducts, crossings, turn-outs, stations and watering-places, and all other appurtenances, including furniture and rolling-stock, equal in all respects to railroads of the first-class when prepared for business, with rails of the best quality, manufactured from American iron. And a uniform gauge shall be established throughout the entire length of the road. And there shall be constructed a telegraph line, of the most substantial and approved description, to be operated along the entire line: *Provided*, That the said company shall not charge the Government higher rates than they do individuals for like transportation and telegraphic service. And it shall be the duty of the Atlantic and Pacific Railroad Company to permit any other railroad which shall be authorized to be built by the United States, or by the legislature of any Territory or State in which

the same may be situated, to form running connections with it, on fair and equitable terms.

SEC. 6. *And be it further enacted*, That the President of the United States shall cause the lands to be surveyed for forty miles in width on both sides of the entire line of said road after the general route shall be fixed, and as fast as may be required by the construction of said railroad; and the odd sections of land hereby granted shall not be liable to sale or entry, or pre-emption, before or after they are surveyed, except by said company, as provided in this act; but the provision of the act of September, eighteen hundred and forty-one, granting pre-emption rights, and the act amendatory thereof, and of the act entitled "An act to secure homesteads to actual settlers on the public domain," approved May twenty, eighteen hundred and sixty-two, shall be, and the same are hereby, extended to all other lands on the line of said road when surveyed, excepting those hereby granted to said company.

SEC. 7. *And be it further enacted*, That the said Atlantic and Pacific Railroad Company be, and is hereby, authorized and empowered to enter upon, purchase, take, and hold any lands or premises that may be necessary and proper for the construction and working of said road, not exceeding in width one hundred feet on each side of the line of its railroad, unless a greater width be required for the purposes of excavation or embankment; and also any lands or premises that may be necessary and proper for turn-outs, standing places for cars, depots, station-houses, or any other structures required in the construction and working of said road. And the said company shall have the right to cut and remove trees and other material that might, by falling, incumber its road-bed, though standing or being more than two hundred feet from the line of said road. And in case the owner of such lands or premises and the said company cannot agree as to the value of the premises taken, or to be taken, for the use of said road, the value thereof shall be determined by the appraisal of three disinterested commissioners, who may be appointed upon application by either party to any court of record in any of the Territories in which the lands or premises to be taken lie; and said commissioners, in their assessment of damages, shall appraise such premises at what would have been the value thereof if the road had not been built. And upon return into court of such appraisement, and upon the payment into the same of the estimated value of the premises taken for the use and benefit of the owner thereof, said premises shall be deemed to be taken by said company, which shall thereby acquire full title to the same for the purposes aforesaid. And either party feeling aggrieved at said appraisement may, within thirty days after the same has been returned into court, file an appeal therefrom, and demand a jury of twelve men to estimate the damage sustained; but such appeal shall not interfere with the rights of said company to enter upon the premises taken, or to do any act necessary and proper in the construction of its road. And said party appealing shall give bonds, with sufficient surety or sureties, for the payment of any cost that may arise upon such appeal; and in case the party appealing does not obtain a verdict more favorable, such party shall pay the whole cost incurred by the appellee, as well as his own, and the payment into court, for the use of the owner of said premises taken, at a sum equal to that finally awarded, shall be held to vest in said company the title of said land, and the right to use and occupy the same for the construction, maintenance, and operation of said road. And in case any of the lands to be taken as aforesaid shall be held by an infant, femme covert, non compos, insane person, or persons residing without the territory within which the lands to be taken lie, or persons subjected to any legal disability, the court may appoint a guardian, for any party under any disqualification, to appear in proper person, who shall give bonds, with sufficient surety or sureties, for the proper and faithful execution of his trust, and who may represent in court the person disqualified, as aforesaid, from appearing, when the same proceedings shall be had in reference to the appraisement of the premises to be taken for the use of said company, and with the same effect as has been already described; and the title of the company to the lands taken by virtue of this act shall not be affected or impaired by reason of any failure by any guardian to discharge faithfully his trust. And in case any party shall have a right or claim to any land for a term of years, or any interest therein, in possession, reversion, or remainder, the value of any such estate, less than a fee sim-

ning connections on equitable terms.

Lands to be surveyed as fast as construction of road may require.

Authorizes company to take any lands necessary for construction of its road. 100 feet on each side.

Lands for turn-outs, depots, &c.

Damages to be determined by commissioners.

Procedure.

What proceedings in cases of lands held by any persons subject to any legal disability.

Other proceedings.

Proceedings when lands are unoccupied.

Claims barred if not made within six years.

Grants made subject to certain conditions. The whole road to be completed by July 4, 1878.

Congress may do anything necessary to insure a speedy completion of the road.

All people of the United States may subscribe to the stock until whole amount is taken up.

To be a post-route and military road.

Congress may restrict charges for Government transportation.

Company to accept terms, conditions, &c., within two years.

Annual report to be verified by affidavits of president and six directors of company.

Election of president and vice-president from board of directors.

Treasurer and Secretary.

Term of office of president,

ple, shall be estimated and determined in the manner hereinbefore set forth. And in case it shall be necessary for the company to enter upon any lands which are unoccupied, and of which there is no apparent owner or claimant, it may proceed to take and use the same for the purposes of said railroad, and may institute proceedings, in manner described, for the purpose of ascertaining the value of, and of acquiring a title to, the same; but the judge of the court hearing said suit shall determine the kinds of notice to be served on such owner or owners, and he may in his discretion appoint an agent or guardian to represent such owner or owners in case of his or their incapacity or non-appearance. But in case no claimant shall appear within six years from the time of the opening of said road across any land, all claims to damages against said company shall be barred.

SEC. 8. *And be it further enacted*, That each and every grant, right, and privilege herein are so made and given to and accepted by said Atlantic and Pacific Railroad Company, upon and subject to the following conditions, namely: That the said company shall commence the work on said road within two years from the approval of this act by the President, and shall complete not less than fifty miles per year after the second year, and shall construct, equip, furnish, and complete the main line of the whole road by the fourth day of July, anno Domini eighteen hundred and seventy-eight.

SEC. 9. *And be it further enacted*, That the United States make the several conditional grants herein, and that the said Atlantic and Pacific Railroad Company accept the same, upon the further condition that if the said company make any breach of the conditions hereof, and allow the same to continue for upwards of one year, then, in such case, at any time hereafter, the United States may do any and all acts and things which may be needful and necessary to insure a speedy completion of the said road.

SEC. 10. *And be it further enacted*, That all people of the United States shall have the right to subscribe to the stock of the Atlantic and Pacific Railroad Company until the whole capital named in this act of incorporation is taken up by complying with the terms of subscription.

SEC. 11. *And be it further enacted*, That said Atlantic and Pacific Railroad, or any part thereof, shall be a post-route and military road, subject to the use of the United States for postal, military, naval, and all other Government service, and also subject to such regulations as Congress may impose restricting the charges for such Government transportation.

SEC. 12. *And be it further enacted*, That the acceptance of the terms, conditions, and impositions of this act by the said Atlantic and Pacific Railroad Company shall be signified in writing under the corporate seal of said company, duly executed pursuant to the direction of its board of directors first had and obtained, which acceptance shall be made within two years after the passage of this act, and not afterwards, and shall be deposited in the office of the Secretary of the Interior.

SEC. 13. *And be it further enacted*, That the directors of said company shall make and publish an annual report of their proceedings and expenditures, verified by the affidavits of the president and at least six of the directors, a copy of which shall be deposited in the office of said Secretary of the Interior, and they shall, from time to time, fix, determine, and regulate the fares, tolls, and charges to be received and paid for transportation of persons and property on said road, or any part thereof.

SEC. 14. *And be it further enacted*, That the directors chosen in pursuance of the first section of this act shall so soon as may be after their election, elect from their own number a president and vice-president; and said board of directors shall, from time to time, and so soon as may be after their election, choose a treasurer and secretary, who shall hold their offices at the will and pleasure of the board of directors. The treasurer and secretary shall give such bonds, with such security as the said board from time to time may require. The secretary shall, before entering upon his duty, be sworn to the faithful discharge thereof, and said oath shall be made a matter of record upon the books of said corporation. No person shall be a director of said company unless he shall be a stockholder, and qualified to vote for directors at the election at which he shall be chosen.

SEC. 15. *And be it further enacted*, That the president, vice-president, and directors shall hold their offices for the period indicated in the by-

laws of said company, not exceeding three years, respectively, and until others are chosen in their place, and qualified. In case it shall so happen that an election of directors shall not be made on any day appointed by the by-laws of said company, the corporation shall not for that excuse be deemed to be dissolved, but such election may be holden on any day which shall be appointed by the directors. The directors, of whom seven, including the president, shall be a quorum for the transaction of business, shall have full power to make and prescribe such by-laws, rules, and regulations as they shall deem needful and proper touching the disposition and management of stock, property, estate, and effects of the company, the transfer of shares, the duties and conduct of their officers and servants touching the election and meeting of the directors, and all matters whatsoever which may appertain to the concerns of said company; and the said board of directors may have full power to fill any vacancy or vacancies that may occur from any cause or causes from time to time in their said board. And the said board of directors shall have power to appoint such engineers, agents, and subordinates as may from time to time be necessary to carry into effect the object of the company, and to do all acts and things touching the location and construction of said road.

vice-president, and directors not to exceed three years.

Directors empowered to make by-laws, rules, and regulations.

Directors may fill vacancies in board.

Directors empowered to appoint engineers, agents, &c.

SEC. 16. *And be it further enacted*, That it shall be lawful for the direction of said company to require payment of the sum of ten per centum cash assessment upon all subscriptions received of all subscribers, and the balance thereof at such times and in such proportions and on such conditions as they shall deem to be necessary to complete the said road and telegraph lines within the time in this act prescribed. Sixty days' previous notice shall be given of the payments required, and of the time and place of payment, by publishing a notice once a week in one daily newspaper in each of the cities of Boston, New York, Cincinnati, St. Louis, Memphis, and Nashville, and in case any stockholder shall neglect or refuse to pay, in pursuance of such notice, the stock held by such person shall be forfeited absolutely to the use of the company, and also any payment or payments that shall have been made on account thereof, subject to the condition that the board of directors may allow the redemption on such terms as they may prescribe.

Directors to require payment of ten per centum, cash assessment, and balance of subscriptions when needed.

Forfeited stock may be redeemed on terms prescribed by directors.

SEC. 17. *And be it further enacted*, That the said company is authorized to accept to its own use any grant, donation, loan, power, franchise, aid, or assistance which may be granted to or conferred on said company by the Congress of the United States, by the legislature of any State, or by any corporation, person, or persons, or by any Indian tribe or nation through whose reservation the road herein provided for may pass; and said corporation is authorized to hold and enjoy any such grant, donation, loan, power, franchise, aid, or assistance, to its own use, for the purpose aforesaid: *Provided*, That any such grant or donation, power, aid, or assistance from any Indian tribe or nation shall be subject to the approval of the President of the United States.

Company authorized to accept other grants, franchises, &c.

Grant from any Indian tribe to be subject to the approval of the President.

SEC. 18. *And be it further enacted*, That the Southern Pacific Railroad, a company incorporated under the laws of the State of California, is hereby authorized to connect with the said Atlantic and Pacific Railroad, formed under this act, at such point, near the boundary line of the State of California, as they shall deem most suitable for a railroad line to San Francisco, and shall have a uniform gauge and rate of freight or fare with said road; and in consideration thereof, to aid in its construction, shall have similar grants of land, subject to all the conditions and limitations herein provided, and shall be required to construct its road on the like regulations, as to time and manner, with the Atlantic and Pacific Railroad herein provided for.

Southern Pacific may connect with the Atlantic and Pacific Road. Point of connection to be near the boundary line of California.

Uniform gauge and rate of freight and fare.

Shall have similar grants of land, &c.

SEC. 19. *And be it further enacted*, That unless the said Atlantic and Pacific Railroad Company shall obtain bona fide subscriptions to the stock of said company to the amount of one million of dollars, with ten per centum paid, within two years after the passage of and approval of this act, it shall be null and void.

This act to be null and void, unless one million of dollars of stock are subscribed for within two years.

SEC. 20. *And be it further enacted*, That the better to accomplish the object of this act, namely, to promote the public interest and welfare by the construction of said railroad and telegraph line, and keeping the same in working order, and to secure to the Government at all times, but particularly in time of war, the use and benefits of the same for postal, military, and other purposes, Congress may, at any time, having due regard for the rights of said Atlantic and Pacific Railroad Company, add to, alter, amend, or repeal this act.

Congress may add to, alter, amend, or repeal this act, having due regard for the rights of the company.

Compensation of directors, engineers, commissioners, &c., to be paid by railroad companies.

Ten dollars per day and ten cents per mile.

If company neglects to make such payments, patents for lands not to be issued.

SEC. 21.* *And be it further enacted*, That whenever in any grant of land or other subsidies, made or hereafter to be made, to railroads or other corporations, the United States has reserved the right, or shall reserve it, to appoint directors, engineers, commissioners, or other agents to examine said roads, or act in conjunction with other officers of said company or companies, all the costs, charges, and pay of said directors, engineers, commissioners, or agents, shall be paid by the respective companies. Said directors, engineers, commissioners, or agents shall be paid for said services the sum of ten dollars per day, for each and every day actually and necessarily employed, and ten cents per mile for each and every mile actually and necessarily traveled, in discharging the duties required of them, which per diem and mileage shall be in full compensation for said services. And in case any company shall refuse or neglect to make such payments, no more patents for lands or other subsidies shall be issued to said company until these requirements are complied with.

Approved, July 27, 1866.

(*Repealed.*)

ACT OF JUNE 25, 1868.

15 Stat., 79.

CHAP. LXXVII.—An act relative to filing reports of railroad companies.
(Printed with laws relating to the Northern Pacific.)

ACT OF APRIL 20, 1871.

17 Stat., 19.

CHAP. XXXIII.—An act to enable the Atlantic and Pacific Railroad Company to mortgage its road.

The Atlantic and Pacific Railroad Company authorized to issue its bonds.

Road, equipment, lands, franchises, &c., may be mortgaged to secure the bonds.

Mortgage to be filed and recorded in the office of the Secretary of the Interior.

Breach of conditions of organic act will affect those claiming under any foreclosure of the mortgage.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Atlantic and Pacific Railroad Company, organized under act of Congress of July twenty-seven, eighteen hundred and sixty-six, is hereby authorized to make and issue its bonds in such form and manner, and for such sums, payable at such times, and bearing such rate of interest, and to dispose of them on such terms as its directors may deem advisable; and to secure said bonds, the said company may mortgage its road, equipment, lands, franchises, privileges, and other rights and property, subject to such terms, conditions, and limitations as its directors may prescribe. As proof and notice of the legal execution and effectual delivery of any mortgage hereafter made by said company, it shall be filed and recorded in the office of the Secretary of the Interior: *Provided*, That if the company shall hereafter suffer any breach of the conditions of the act above referred to, under which it is organized, the rights of those claiming under any mortgage made by the company to the lands granted to it by said act shall extend only to so much thereof as shall be coterminous with or appertaining to that part of said road which shall have been constructed at the time of the foreclosure of said mortgage.

Approved, April 20, 1871.

LAWS RELATING TO THE TEXAS AND PACIFIC RAILWAY.

Subject.	Date of approval.	United States Statutes.	
		Vol.	Page.
Charter act.....	Mar. 3, 1871	16	365
Name of company changed	May 2, 1872	17	59
Former mortgages legalized	Mar. 3, 1873	17	593
Authorized to secure construction bonds by new mortgage	June 22, 1874	18	197

*This section has been incorporated in the Revised Statutes as sec. 5239.

ACT OF MARCH 3, 1871.

CHAP. CXXII.—An Act to incorporate the Texas Pacific Railroad Company, and to aid in the Construction of its Road, and for other purposes. 16 Stat., 573.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That John C. Fremont, James L. Alcorn, G. M. Dodge, O. C. French, John D. Caldwell, * * * and all such persons as shall or may be associated with them, and their successors, are hereby created a body politic and corporate in fact and in law, by the name, style, and title of the Texas Pacific Railroad Company, and by that name shall have perpetual succession, and shall be able to sue and be sued, plead and be impleaded, defend and be defended, in all courts of law and equity within the United States, and may make and use a common seal; and the said corporation is hereby authorized and empowered to lay out, locate, construct, furnish, maintain, and enjoy a continuous railroad and telegraph line, with the appurtenances, from a point at or near Marshall, county of Harrison, State of Texas; thence by the most direct and eligible route, to be determined by said company, near the thirty-second parallel of north latitude, to a point at or near El Paso; thence by the most direct and eligible route, to be selected by said company, through New Mexico and Arizona, to a point on the Rio Colorado, at or near the southeastern boundary of the State of California; thence by the most direct and eligible route to San Diego, California, to ship's channel, in the Bay of San Diego, in the State of California, pursuing in the location thereof, as near as may be, the thirty-second parallel of north latitude, and is hereby vested with all the powers, privileges, and immunities necessary to carry into effect the purposes of this act.

SEC. 2. That the persons named in the first section of this act shall constitute a board of commissioners (twenty of whom shall constitute a quorum for the transaction of business), to be known as the Texas Pacific Railroad commissioners, who shall meet in the city of New York within ninety days after the passage of this act, at a time to be designated in a notice to be signed by the person first named in the list of incorporators and six of his associates, and to be published for two weeks in, at least, one daily newspaper in New York, New Orleans, and Washington; and, when so met, they may cause books to be opened for the subscription of the capital stock of said company, and when twenty thousand shares, amounting to two millions of dollars, shall have been subscribed, and ten per centum actually paid thereon, in money, to the treasurer, to be elected by said commissioners, who shall give bond for its safe keeping and payment to the treasurer of the company when organized, then it shall be lawful for such subscribers or stockholders, or a majority thereof, to organize said company in accordance with the provisions of this act, and to elect not less than seven nor more than seventeen directors, a majority of whom shall be necessary to the transaction of business, and who shall hold their offices for one year and until their successors shall be elected and qualified; and the said directors shall immediately proceed to elect a president, vice-president, secretary, and treasurer; the president and vice-president shall be directors. At all elections for directors, each share of stock shall be entitled to one vote, which may be given by the holder in person, or by proxy, who shall also be a shareholder. The directors shall hold their offices for any term not exceeding three years, as may be provided in the by-laws; and the annual meeting of stockholders shall take place as provided for in said by-laws.

SEC. 3. That the capital stock of the Texas Pacific Railroad Company shall be fixed by the board of directors, at a sum not exceeding fifty millions of dollars, in shares of one hundred dollars; and when the amount is so fixed it shall never be increased except by consent of Congress. Assessments upon said stock shall only be made by a majority vote of the whole number of directors at a regular meeting, which said assessment shall be paid at the expiration of thirty days after a given notice in one newspaper in each of the cities of Washington, Philadelphia, New York, and New Orleans.

SEC. 4. That the said Texas Pacific Railroad Company shall have power and lawful authority to purchase the stock, land grants, franchises, and appurtenances of, and consolidate on such terms as may be agreed upon between the parties, with any railroad company or com-

Texas Pacific Railroad Company incorporated.

Name.

Empowered to lay out, construct, and enjoy a continuous railroad and telegraph line from Marshall, Tex., by a route near the 32d parallel of north latitude, via El Paso, through New Mexico and Arizona to San Diego, Cal.

Board of commissioners constituted.

To meet in the city of New York.

Subscription books for capital stock to be opened.

Stockholders to organize company, when, &c. Not less than seven nor more than seventeen directors.

Term of office one year.

Directors to elect officers.

Term of office of directors three years.

Annual meetings of stockholders.

Capital stock, \$30,000,000.

Stock not to be increased without consent of Congress.

Authority to purchase property of, and to consolidate with, any railroad com-

pany not having a competing through line.

Authorized to make running arrangements with other companies.

Rights, franchises, &c., of purchased railroads to vest in the Texas Pacific Railroad Company.

Obligations of the other companies to be assumed.

Prior liens not impaired.

Not to assume debts to a greater amount than the cash value of assets received.

Authority to make and enforce rules and by-laws.

Grant of right of way.

Authorized to take materials from adjacent lands.

Right of way 200 feet in width on each side of said railroad.

Grant of grounds for stations, &c., not exceeding 40 acres in any one point.

Grant of land.

40 sections per mile in the Territories.

20 sections per mile in California.

If any of the lands have been disposed of, other lands may be selected.

Limits, 10 miles beyond the limits of the land grant.

Provision as to lands not obtained by reason of the near approach of the railroad to the Mexican boundary.

"Mineral" not to include iron or coal.

Lands granted in California not further than 20 miles from the railroad, except, &c.

nies heretofore chartered by Congressional, State, or Territorial authority, on the route prescribed in the first section of this act; but no such consolidation shall be with any competing through line of railroads to the Pacific Ocean.

SEC. 5. That the said company shall have power and authority to make running arrangements with any railroad company or companies heretofore chartered, or that may hereafter be chartered by Congressional, State, or Territorial authority; also to purchase lands, or to accept donations, or grant of lands, or other property, from States or individuals, for the purpose of aiding in carrying out the object of this company.

SEC. 6. That the rights, lands, land grants, franchises, privileges, and appurtenances, and property of every description, belonging to each of the consolidated or purchased railroad company or companies, as herein provided, shall vest in and become absolutely the property of the Texas Pacific Railroad Company: *Provided*, That in all contracts made and entered into by said company with any and all other railroad company or companies, to perfect such aforesaid consolidation or purchase, the indebtedness or other legal obligations of said company or companies shall be assumed by the said Texas Pacific Railroad Company as may be agreed upon, and no such consolidation or purchase shall impair any lien which may exist on any of the railroads so consolidated or purchased; but said company shall not assume the debts or obligations of any company with which it may consolidate or purchase as aforesaid, to an amount greater than the cash value of the assets received from the same.

SEC. 7. That the said Texas Pacific Railroad Company shall have power to make and enforce rules and by-laws for the election of its officers and the government and management of the business of the company, and to do and perform all needful and proper things to be done and performed to promote the objects of the company hereby incorporated, not inconsistent with the laws of the United States and the provisions of this charter.

SEC. 8. That the right of way through the public lands be, and the same is hereby, granted to the said company for the construction of the said railroad and telegraph line, and the right, power, and authority is hereby given to said company to take, from the public lands adjacent to the line of said road, earth, stone, timber, and other materials for the construction thereof. Said right of way is granted to said company to the extent of two hundred feet in width on each side of said railroad where it may pass over the public lands; and there is also hereby granted to said company grounds for stations, buildings, work-shops, wharves, switches, side-tracks, turn-tables, water-stations, and such other structures as may be necessary for said railroad, not exceeding forty acres of land at any one point.

SEC. 9. That for the purpose of aiding in the construction of the railroad and telegraph line herein provided for, there is hereby granted to the said Texas Pacific Railroad Company, its successors and assigns, every alternate section of public lands, not mineral, designated by odd numbers, to the amount of twenty alternate sections per mile, on each side of said railroad line, as such line may be adopted by said company, through the Territories of the United States; and ten alternate sections of land per mile on each side of said railroad in California, where the same shall not have *not have* been sold, reserved, or otherwise disposed of by the United States, and to which a pre-emption or homestead claim may not have attached at the time the line of said road is definitely fixed. In case any of said lands shall have been sold, reserved, occupied, or pre-empted, or otherwise disposed of, other lands shall be selected in lieu thereof by said company, under the direction of the Secretary of the Interior, in alternate sections, and designated by odd numbers, not more than ten miles beyond the limits of said alternate sections first above named, and not including the reserved numbers. If, in the too near approach of the said railroad line to the boundary of Mexico, the number of sections of land to which the company is entitled cannot be selected immediately on the line of said railroad, or in lieu of mineral lands excluded from this grant, a like quantity of uncultivated and unappropriated agricultural lands, in odd-numbered sections nearest the line of said railroad may be selected as above provided; and the word "mineral," where it occurs in this act, shall not be held to include iron or coal: *Provided, however*, That no public lands are

hereby granted within the State of California further than twenty miles on each side of said road, except to make up deficiencies as aforesaid, and then not to exceed twenty miles from the lands originally granted. The term "ship's channel," as used in this bill, shall not be construed as conveying any greater right to said company to the water front of San Diego Bay than it may acquire by gift, grant, purchase, or otherwise, except the right of way, as herein granted: *And provided further*, That all such lands, so granted by this section to said company, which shall not be sold, or otherwise disposed of, as provided in this act, within three years after the completion of the entire road, shall be subject to settlement and pre-emption like other lands, at a price to be fixed by and paid to said company, not exceeding an average of two dollars and fifty cents per acre for all the lands herein granted.

"Ship's channel" not to be construed as conveying special right to water front in San Diego Bay.

Lands granted and not sold or otherwise disposed of in three years to be subject to settlement, &c.

SEC. 10. That when the route of said railroad and telegraph line shall pass through the lands of private persons, or where it may be necessary for said railroad company to take any lands belonging to private persons for any of the purposes herein mentioned necessary to said road, such right of way through or title to such lands shall be secured in accordance with the laws of the State or Territory in which they may be situated.

Right of way through lands of private persons to be secured in accordance with law.

SEC. 11. That the Texas Pacific Railroad Company shall have power and authority to issue two kinds of bonds, secured by mortgage, namely: First, construction bonds; second, land bonds. Construction bonds shall be secured by mortgage, first, on all or any portion of the franchises, road-bed, or track of said railroad, and all the appurtenances thereto belonging, when constructed or in the course of construction, from a point at or near Marshall, to ship's channel, in the Bay of San Diego, in the State of California, as aforesaid. Land bonds shall be secured by mortgage, first, on all or any portion of the lands hereby granted in aid of the construction of said railroad as is provided for in this act; second, on lands acquired by any arrangement or purchase or terms of consolidation with any railroad company or companies to whom grants of land may have been made, or may hereafter be made, by any Congressional, State, or Territorial authority, or who may have purchased the same previous to any such arrangement or consolidation: *Provided*, That all the mortgages made and executed by said railroad company shall be filed and recorded in the Department of the Interior, which shall be a sufficient evidence of their legal execution, and shall confer all the rights and property of said company as therein expressed: *And provided also*, That the proceeds of the sales of the aforesaid construction and land bonds shall be applied only in the construction, operation, and equipment of the contemplated railroad line: *And provided further*, That said mortgage shall in no wise impair or affect any lien existing on the property of said company or companies at or before the time of such consolidation.

Corporation authorized to issue construction bonds and land bonds, secured by mortgage.

Mortgage of road and franchises to secure "construction bonds."

Mortgage of grants and acquired lands to secure "land bonds."

All mortgages to be filed and recorded in the Department of the Interior.

Proceeds of sales of bonds to be applied only to construction, operation, and equipment of railroad.

SEC. 12. That whenever the said company shall complete the first and each succeeding section of twenty consecutive miles of said railroad and put it in running order as a first-class road in all its appointments, it shall be the duty of the Secretary of the Interior to cause patents to be issued conveying to said company the number of sections of land opposite to and coterminous with said completed road to which it shall be entitled for each section so completed. Said company, within two years after the passage of this act, shall designate the general route of its said road, as near as may be, and shall file a map of the same in the Department of the Interior; and when the map is so filed, the Secretary of the Interior, immediately thereafter, shall cause the lands within forty miles on each side of said designated route within the Territories, and twenty miles within the State of California, to be withdrawn from pre-emption, private entry, and sale: *Provided, however*, That the provisions of the act of September, eighteen hundred and forty-one, granting pre-emption rights, and the acts amendatory thereof, and of the act entitled, "An act to secure homesteads to actual settlers on the public domain," approved May twenty, eighteen hundred and sixty-two, and the amendments thereto, shall be, and the same are hereby, extended to all other lands of the United States on the line of said road when surveyed, except those hereby granted to said company.

As 20-mile sections of road are completed, patents for coterminous lands shall be issued.

General route to be designated within two years, and map filed.

Lands to be withdrawn from pre-emption, &c.

Provisions of pre-emption and homestead acts extended to other lands.

SEC. 13. That the president of the company shall annually, by the first day of July, make a report and file it with the Secretary of the Interior, which report shall be under oath, exhibiting the financial situation of the company, the amount of money received and expended, and the number of miles of road constructed each year; and further,

Annual report when and where to be made, and to state what.

the names and residences of the stockholders, of the directors, and of all other officers of the company, the amount of stock subscribed, and the amount thereof actually paid in, a description of the lines of road surveyed and fixed upon for construction, the amount received from passengers and for freight, respectively, on the road, a statement of the expenses of said road and its fixtures, and a true statement of the indebtedness of said company and the various kinds thereof.

Certificates of capital stock to be signed by the president and secretary.

Bonds and mortgages.

Bonds and interest payable in gold.

Limitation as to construction bonds, \$30,000 per mile.

Land bonds not to exceed \$2.50 per acre for all lands mortgaged.

Other railroads may connect.

No discrimination against any connecting roads.

Rates not to exceed the prices fixed by Congress on the Union and Central Pacific.

Iron or steel rails from American ore.

Corporation to commence construction of road simultaneously at San Diego and Marshall.

Fifty miles to be built within two years.

To be completed in ten years.

Upon failure, Congress may adopt measures necessary to secure speedy completion.

President to appoint one commissioner to examine sections of twenty miles as completed.

Railroad declared to be a military post-road.

SEC. 14. That the certificates of the capital stock must be signed by the president and secretary, and attested by the seal of the company, and shall contain an extract from the proceedings of the board of directors fixing the amount thereof, as well as from this act, authorizing such issue. All the bonds and mortgages issued by said company must be signed by the president and secretary, and attested by the seal of said company, and shall contain an extract from the law authorizing them to be issued. The face value of said bonds shall be one thousand dollars in gold, and shall be redeemable at such times, and to bear such rate of interest, payable semi-annually in gold, as may be determined by the directors. The total value of the construction bonds to be issued shall not exceed thirty thousand dollars per mile of said railroad, and the total face value of the land bonds shall not exceed two dollars and fifty cents per acre for all lands mortgaged; the total amount of each to be determined by the board of directors.

SEC. 15. That all railroads constructed, or that may be hereafter constructed, to intersect said Texas Pacific Railroad, shall have a right to connect with that line; that no discrimination as regards charges for freight or passengers, or in any other matter, shall be made by said Texas Pacific Railroad Company against any of the said connecting roads; but that the same charges per mile as to passengers, and per ton per mile as to freight, passing from the said Texas Pacific Railroad over any of said connecting roads, or passing from any of said connecting roads over any part of said Texas Pacific Railroad, shall be made by said company as they make for freight and passengers over their own road: *Provided also*, That said connecting roads shall reciprocate said right of connection and equality of charges with said Texas Pacific Railroad; *And provided further*, That the rates charged for carrying passengers and freight, per mile, shall not exceed the prices which may be fixed by Congress for carrying passengers and freight on the Union Pacific and Central Pacific Railroads.

SEC. 16. That said road shall be constructed of iron or steel rails manufactured from American ore, except such as may have heretofore been contracted for by any railroad company which may be purchased or consolidated with by the company hereby incorporated, as provided by this act.

SEC. 17. That the said Texas Pacific Railroad Company shall commence the construction of its road simultaneously at San Diego, in the State of California, and from a point at or near Marshall, Texas, as hereinbefore described, and so prosecute the same as to have at least fifty consecutive miles of railroad from each of said points complete and in running order within two years after the passage of this act; and to so continue to construct each year thereafter a sufficient number of miles to secure the completion of the whole line from the aforesaid point on the eastern boundary of the State of Texas to the Bay of San Diego, in the State of California, as aforesaid, within ten years after the passage of this act; and upon failure to so complete it, Congress may adopt such measures as it may deem necessary and proper to secure its speedy completion.

SEC. 18. That the President of the United States, upon the completion of the first section of twenty miles, shall appoint one commissioner, whose duty it shall be to examine the various sections of twenty miles as they shall be completed, and report thereon to him in writing; and if, from such report, he be satisfied that said company has fully completed each section of its road, as in this act provided, he shall direct the Secretary of the Interior to issue patents to said company for the lands it is entitled to under this act, as fast as each section of said road is completed.

SEC. 19. That the Texas Pacific Railroad Company shall be, and it is hereby, declared to be a military and post-road; and for the purpose of insuring the carrying of the mails, troops, munitions of war, supplies, and stores of the United States, no act of the company nor any law of

any State or Territory shall impede, delay, or prevent the said company from performing its obligations to the United States in that regard: *Transportation for the United States not to be impeded.* *Fair and reasonable rates of compensation.* *Provided,* That said road shall be subject to the use of the United States for postal, military, and all other Governmental services, at fair and reasonable rates of compensation, not to exceed the price paid by private parties for the same kind of service, and the Government shall at all times have the preference in the use of the same for the purpose aforesaid.

SEC. 20. That it shall not be lawful for any of the directors, either in their individual capacity or as members of an incorporated or joint-stock company, to make any contracts or agreements with the said Texas Pacific Railway Company for the construction, equipment, or running of its road, or to have any interest therein; and all such contracts or agreements are hereby declared null and void; and all money or property received under such contracts or agreements may be recovered back for the benefit of the company by any stockholder. *No directors to contract for constructing, &c., any part of the road.*

SEC. 21. That any railroad company whose route lies across the route of the Texas Pacific Railroad may cross the same, and for the purpose of crossing shall have the right to acquire at the double minimum price all lands, whether of the United States or granted by this act, which shall be needed for a right of way two hundred feet wide through said lands, and for depots, stations, side-tracks, and other needful purposes, not exceeding for such purposes forty acres at any one station. *Railroad companies may cross this road. May have lands, for right of way and for depots at a certain price.*

SEC. 22. That the New Orleans, Baton Rouge, and Vicksburg Railroad Company, chartered by the State of Louisiana, shall have the right to connect by the most eligible route to be selected by said company with the said Texas Pacific Railroad at its eastern terminus, and shall have the right of way through the public land to the same extent granted hereby to the said Texas Pacific Railroad Company; and in aid of its construction from New Orleans to Baton Rouge, thence by the way of Alexandria, in said State, to connect with the said Texas Pacific Railroad Company at its eastern terminus, there is hereby granted to said company, its successors and assigns, the same number of alternate sections of public lands per mile, in the State of Louisiana, as are by this act granted in the State of California, to said Texas Pacific Railroad Company; and said lands shall be withdrawn from the market, selected, and patents issued therefor, and opened for settlement and pre-emption, upon the same terms and in the same manner, and time as is provided for and required from said Texas Pacific Railroad Company, within said State of California: *Provided,* That said company shall complete the whole of said road within five years from the passage of this act. *New Orleans, Baton Rouge and Vicksburg Railroad Company may connect with this road. Grant of right of way. Grant of lands, to aid in its construction. 20 sections per mile in the State of Louisiana. Lands to be withdrawn from market, &c. Road to be completed within five years.*

SEC. 23. That, for the purpose of connecting the Texas Pacific Railroad with the city of San Francisco, the Southern Pacific Railroad Company of California is hereby authorized (subject to the laws of California) to construct a line of railroad from a point at or near Tehachapa Pass by way of Los Angeles, to the Texas Pacific Railroad at or near the Colorado River, with the same rights, grants, and privileges, and subject to the same limitations, restrictions, and conditions as were granted to said Southern Pacific Railroad Company of California, by the act of July twenty-seven, eighteen hundred and sixty-six: *Provided,* however, That this section shall in no way affect or impair the rights, present or prospective, of the Atlantic and Pacific Railroad Company, or any other railroad company. *Southern Pacific Railroad Company may construct a road to connect the Texas Pacific Railroad with San Francisco. Proviso that right of Atlantic and Pacific Railroad Co. shall be in no way impaired.*

Approved March 3, 1871.

ACT OF MAY 2, 1872.

CHAP. CXXXII.—An Act supplementary to an Act entitled "An Act to incorporate the Texas Pacific Railroad Company, and to aid in the Construction of its Road, and for other Purposes," approved March third, eighteen hundred and seventy-one. *17 Stat., 59. 1871, ch. 122, vol. xvi, p. 573.*

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the name, style, and title of the Texas Pacific Railroad Company shall hereafter be "The Texas and Pacific Railway Company;" and the said The Texas and Pacific Railway *Name changed from "Texas Pacific Railr'd Co." to "Texas and Pacific Rail'y Co."*

The rights, privileges, and franchises conferred.

May issue construction and land bonds.

Construction bonds not to exceed \$40,000 per mile. (See sec. 14 of prior act.)

Granted lands may be included in the mortgage to secure said construction bonds.

Land bonds, how secured.

No land grant revived, enlarged, extended, or created by this act.

Amount of land bonds not to exceed, &c.

Mortgages to be filed, and recorded in the Department of the Interior.

Proceeds of bonds and stock, how only to be applied.

Standard of road and equipment to be same as required of the existing Pacific Railways.

Prior liens not affected.

The iron or steel rails to be made from American ore, except, &c.

Construction of road to be commenced where, and to be continued in what direction.

100 consecutive miles to be in running order within two years.

100 miles each year thereafter.

Time of completion, 10 years from May 2, 1872.

Company shall have, possess, and enjoy all the rights, privileges, and franchises heretofore conferred upon the said Texas Pacific Railroad Company.

SEC. 2. That the said The Texas and Pacific Railway Company shall have power and authority to issue the construction and land bonds authorized by the eleventh section of said act of incorporation, for such amounts, not exceeding forty thousand dollars per mile of said road, of construction bonds, as said company may deem needful to provide for the construction and equipment of its line, and to include in the mortgage or mortgages to secure said construction bonds all or any portion of the lands granted in aid of the construction of said railroad; and in the mortgage or mortgages to secure said land bonds, any portion of said lands not so used to secure the construction bonds aforesaid; and all or any portion of the lands acquired by the terms of consolidation lawfully authorized by the fourth section of said act of March third, eighteen hundred and seventy-one, with any railroad company or companies to whom grants of land may have been made, or may hereafter be made, by any Congressional, State, or Territorial authority, or who may have purchased the same previous to any such arrangement or consolidation, and within the time limited for the completion of the road, and all such lands of every description shall be subject to all limitations and conditions now by law existing in relation thereto, and as modified by this act; and this act shall not be construed to revive, enlarge, extend, or create any land grant whatever, beyond that heretofore granted by Congress, and which shall duly inure to said company upon compliance with the terms of this act in relation to the times fixed for completion of said railway, and all such mortgages shall be subject to all the conditions and limitations by law existing under this act and the acts to which it is supplementary in respect to such lands, and shall not be held to vest any title in the mortgage or create any lien on such lands, other than such company is or may become lawfully entitled to vest or create thereunder; but the amount of said land bonds shall not exceed two and a half dollars per acre for all lands covered by the mortgage or mortgages securing the same.

SEC. 3. That all the mortgages made and executed by said railroad company shall be filed and recorded in the Department of the Interior, which shall be a sufficient evidence of their legal execution: *Provided*, That the aforesaid bonds and the authorized capital stock, or the proceeds thereof, shall be applied only for the purpose of securing the construction, operation, and equipment of the contemplated railroad line, under lawful contracts with such parties, and on such terms and conditions as said company may deem needful, and for the further purpose of purchase, consolidation, completion, equipment, and operating of the other roads, as contemplated by said act and specified therein, being a part of the aforesaid railroad line, and for the expenses necessary and incident to the works authorized thereby: *Provided, however*, That said road and its equipment shall be of the standard heretofore required by the United States Government for the existing Pacific Railway lines: *And provided further*, That said mortgage or mortgages shall in no wise impair or affect any lien existing on the property of said company or companies at or before the time of such consolidation.

SEC. 4. That said road shall be constructed of iron or steel rails manufactured from American ore, except such as may have been contracted for before consolidation by any railroad company which may be purchased by or consolidated with this company.

SEC. 5. That the said Texas and Pacific Railway Company shall commence the construction of its road at or near Marshall, Texas, and proceed with its construction, under the original act and this supplement, or in pursuance of the authority derived from any consolidation as aforesaid, westerly from a point near Marshall, and towards San Diego, in the State of California, on the line authorized by the original act, and so prosecute the same as to have at least one hundred consecutive miles of railroad from said point complete and in running order within two years after the passage of this act; and so continue to construct, each year thereafter, a sufficient number of miles, not less than one hundred, to secure the completion of the whole line, from the aforesaid point on the eastern boundary of the State of Texas to the Bay of San Diego, in the State of California, as aforesaid, within ten years after the passage of this act; and said road from Marshall, Texas, throughout the length thereof, shall be of uniform gauge: *Provided, however*, That the said

company shall commence the construction of said road from San Diego eastward within one year from the passage of this act, and construct not less than ten miles before the expiration of the second year, and, after the second year, not less than twenty-five miles per annum in continuous line thereafter between San Diego and the Colorado River, until the junction is formed with the line from the east at the latter point or east thereof; and upon failure to so complete it, Congress may adopt such measures as it may deem necessary and proper to secure its speedy completion; and it shall also be lawful for said company to commence and prosecute the construction of its line from any other point or points on its line; but nothing in this act contained shall be so construed as to authorize the grant of any additional lands or subsidy, of any nature or kind whatsoever, on the part of the Government of the United States: *Provided*, That said Texas and Pacific Railway Company shall be, and it is hereby, authorized and required to construct, maintain, control, and operate a road between Marshall, Texas, and Shreveport, Louisiana, or control and operate any existing road between said points, of the same gauge as the said Texas and Pacific Railroad; and that all roads terminating at Shreveport shall have the right to make the same running connections, and shall be entitled to the same privileges, for the transaction of business in connection with the said Texas and Pacific Railway, as are granted to roads intersecting therewith: *Provided further*, That nothing herein shall be construed as changing the terminus of said Texas and Pacific Railway from Marshall as provided in the original act.

Uniform gauge.
Road from San Diego eastward, when and how to be built.

Upon failure, Congress may adopt measures necessary to secure speedy completion.

Road between Marshall and Shreveport to be controlled and operated by Texas and Pacific.

SEC. 6. That all acts or parts of acts inconsistent with this supplement be, and the same are hereby, repealed.

Repealing clause.

Approved May 2, 1872.

ACT OF MARCH 3, 1873.

CHAP. CCLVIL.—An Act supplemental to an Act entitled "An Act to incorporate the Texas Pacific Railroad Company, and to aid in the Construction of its Road, and for other Purposes," approved March third, eighteen hundred and seventy-one. 17 Stat., 598. 1871, ch. 122, vol. xvi, p. 573.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the face value of all bonds hereafter issued by the Texas and Pacific Railroad [Railway] Company, under the provisions of an act approved March third, eighteen hundred and seventy-one, shall, at the option of the company, be either in gold, or other lawful money of the United States, bearing interest, at like option of the company, either in gold, or other lawful money of the United States; and any mortgage heretofore executed by said company, securing bonds payable in any lawful money of the United States other than gold, and the bonds recited therein, and to secure which, said mortgage was given, are hereby legalized, and said mortgage and bonds shall have the same effect as though they had been authorized by the act to which this is a supplement. *Provided*, That in all respects the requirements of that law in regard to such mortgage and bonds have been fully complied with.

Face value of bonds hereafter issued by Texas and Pacific Railway Company may be in gold or other lawful money.

Former mortgages legalized, if other requirements of law have been complied with.

Approved March 3, 1873.

ACT OF JUNE 22, 1874.

CHAP. CCCCVI.—An act supplementary to an act entitled "An act to incorporate the Texas Pacific Railroad Company, and to aid in the construction of its road, and for other purposes." 13 Stat., 197. 1871, ch. 122, vol. xvi, pp. 573, 579.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Texas and Pacific Railway Company is hereby empowered to secure, by one or more mortgages upon the whole or any portion of its line, the construction-bonds heretofore authorized to be issued, and to cancel the mortgage now on record with the Secretary of the Interior so far as the same can be done without prejudice to existing rights, and to substitute therefor the mortgage or mortgages hereby authorized, which substituted mortgages shall expressly reserve all rights which may have been acquired under the existing mortgage: *Provided*, That the aggregate

Texas and Pacific Railway Company authorized to secure construction bonds by new mortgages. To cancel mortgage on record with Secretary of the Interior. To substitute mortgages an-

thorized by this act. Limit heretofore fixed not to be exceeded. What new mortgages shall embrace. Consolidated roads, how to be deemed. No other or further rights granted.

of the said bonds to be issued under and secured by said mortgage or mortgages shall not exceed the limits heretofore fixed by Congress; and said mortgages for the division east of Fort Worth shall embrace the roads and property of the Southern Pacific Railroad Company and of the Southern Trans-continental Railway Company, heretofore merged in and consolidated with the said Texas and Pacific Railway Company, under the authority and requirements of the laws of the State of Texas; and which roads so merged as aforesaid shall for that and all other purposes be deemed and taken to be a part of the said Texas and Pacific Railway, and shall hereafter be subject to all the provisions and limitations of the act of Congress incorporating said company and of the supplements thereto: *And provided further*, That nothing in this act shall be construed or have the effect to entitle said corporation to any other or further rights to public lands, or in any other respect as against the United States, than such as by law it is now entitled to.

Approved June 22, 1874.

LAWS RELATING TO THE SOUTHERN PACIFIC RAILROAD.

Subject.	Date of approval.	United States Statutes.	
		Vol.	Page.
Connection with Atlantic and Pacific.....	July 27, 1866	14	292
Connection with Texas and Pacific.....	Mar. 3, 1871	16	573

ACT OF JULY 27, 1866.

- 14 Stat., 292. CHAP. CCLXXVIII.—An act granting lands to aid in the construction of a railroad and telegraph line from the States of Missouri and Arkansas to the Pacific coast.
(Sec. 18, relating to this company, will be found on page 209 of this report.)

ACT OF MARCH 3, 1871.

- 16 Stat., 573. CHAP. CXXII.—An act to incorporate the Texas Pacific Railroad Company, and to aid in the construction of its road, and for other purposes.
(Sec. 23, relating to this company, will be found on page 215 of this report.)

LAWS RELATING TO THE CALIFORNIA AND OREGON, AND THE OREGON AND CALIFORNIA RAILROADS.

Subject.	Date of approval.	U. S. Statutes.	
		Vol.	Page.
Land grant.....	July 25, 1866	14	239
Extension of time—eighteen months.....	June 25, 1868	15	80
Time of acceptance extended to April 10, 1870.....	Apr. 10, 1869	16	47

ACT OF JULY 25, 1866.

- 14 Stat., 239. CHAP. CCXLII.—An act granting lands to aid in the construction of a railroad and telegraph line from the Central Pacific Railroad, in California, to Portland, in Oregon.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the "California and Oregon Railroad Company," organized under an act of the State of California, to protect certain parties in and to a railroad survey, "to connect Portland, in Oregon, with Marysville, in California," approved April sixth, eighteen hundred and sixty-three, and such company organized under the laws of Oregon as the legislature of said State shall hereafter designate, be, and they are hereby, authorized and empowered to lay out, The California and Oregon R. R. Co. of California and an Oregon company empowered to locate and construct a railroad and telegraph line.

locate, construct, finish, and maintain a railroad and telegraph -line between the city of Portland, in Oregon, and the Central Pacific Railroad, in California, in the manner following, to wit: The said California and Oregon Railroad Company to construct that part of the said railroad and telegraph within the State of California, beginning at some point (to be selected by said company) on the Central Pacific Railroad in the Sacramento Valley, in the State of California, and running thence northerly, through the Sacramento and Shasta Valleys, to the northern boundary of the State of California; and the said Oregon company to construct that part of the said railroad and telegraph line within the State of Oregon, beginning at the city of Portland, in Oregon, and running thence southerly through the Willamette, Umpqua, and Rogue River valleys to the southern boundary of Oregon, where the same shall connect with the part aforesaid to be made by the first-named company: *Provided*, That the company completing its respective part of the said railroad and telegraph from either of the termini herein named to the line between California and Oregon before the other company shall have likewise arrived at the same line, shall have the right, and the said company is hereby authorized, to continue in constructing the same beyond the line aforesaid, with the consent of the State in which the unfinished part may lie, upon the terms mentioned in this act, until the said parts shall meet and connect, and the whole line of said railroad and telegraph shall be completed.

SEC. 2. *And be it further enacted*, That there be, and hereby is, granted to the said companies, their successors and assigns, for the purpose of aiding in the construction of said railroad and telegraph line, and to secure the safe and speedy transportation of the mails, troops, munitions of war, and public stores over the line of said railroad, every alternate section of public land, not mineral, designated by odd numbers, to the amount of twenty alternate sections per mile (ten on each side) of said railroad line; and when any of said alternate sections or parts of sections shall be found to have been granted, sold, reserved, occupied by homestead settlers, pre-empted, or otherwise disposed of, other lands, designated as aforesaid, shall be selected by said companies in lieu thereof, under the direction of the Secretary of the Interior, in alternate sections designated by odd numbers as aforesaid, nearest to and not more than ten miles beyond the limits of said first-named alternate sections; and as soon as the said companies, or either of them, shall file in the office of the Secretary of the Interior a map of the survey of said railroad, or any portion thereof, not less than sixty continuous miles from either terminus, the Secretary of the Interior shall withdraw from sale public lands herein granted on each side of said railroad, so far as located and within the limits before specified. The lands herein granted shall be applied to the building of said road within the States, respectively, wherein they are situated. And the sections and parts of sections of land which shall remain in the United States within the limits of the aforesaid grant shall not be sold for less than double the minimum price of public lands when sold: *Provided*, That bona fide and actual settlers under the pre-emption laws of the United States may, after due proof of settlement, improvement, and occupation, as now provided by law, purchase the same at the price fixed for said lands at the date of such settlement, improvement, and occupation: *And provided, also*, That, settlers under the provisions of the homestead act, who comply with the terms and requirements of said act, shall be entitled, within the limits of said grant, to patents for an amount not exceeding eighty acres of the land so reserved by the United States, anything in this act to the contrary notwithstanding.

SEC. 3. *And be it further enacted*, That the right of way through the public lands be, and the same is hereby, granted to said companies for the construction of said railroad and telegraph line; and the right, power, and authority are hereby given to said companies to take from the public lands adjacent to the line of said road, earth, stone, timber, water, and other materials for the construction thereof. Said right of way is granted to said railroad to the extent of one hundred feet in width on each side of said railroad where it may pass over the public lands, including all necessary grounds for stations, buildings, workshops, depots, machine-shops, switches, side-tracks, turn-tables, water-stations, or any other structures required in the construction and operating of said road.

Between Portland, Oreg., and the Central Pacific Railroad in California.

The California company to construct road to northern boundary of State.

The Oregon company to construct the road to the southern boundary of Oregon.

The company first completing its part may continue its road with consent of State.

Grant of land.

Twenty sections per mile.

If any sections of land have been sold, or are occupied, other lands may be selected in lieu thereof.

Limits, 10 miles beyond grant.

When maps of surveys are filed lands to be withdrawn from sale.

Lands granted to be applied to building road in the States where they lie.

Remaining lands to be sold, for what price.

Settlers under pre-emption laws may purchase, at what price, &c.

Under homestead act may have not over 80 acres.

Grant of right of way.

Materials for construction from adjacent lands.

Rights of way 100 feet on each side of said railroad.

Lands for stations, &c.

The President to appoint 3 commissioners to examine road.

Commissioners to report under oath to the President.

Patents to be issued for lands coterminous with completed railroad.

Conditions of grant.

Fair and reasonable rates of compensation.

Railroad to be a public highway and free to the United States.

Property and troops of the United States to be transported at the cost of the companies when so required by the Government.

Companies to file assent to this act within 1 year.

Road to be completed by July 1, 1875.

Gauge to be same as Central Pacific.

Companies to use and operate road as one continuous line.

No discrimination whatever.

If companies fail to comply with certain conditions, this act to be void, and the lands not conveyed to revert to the United States.

If road and telegraph line are not kept in repair Congress may, &c.

The companies to be governed by the laws of their respective States.]

SEC. 4. *And be it further enacted*, That whenever the said companies, or either of them, shall have twenty or more consecutive miles of any portion of said railroad and telegraph line ready for the service contemplated by this act, the President of the United States shall appoint three commissioners, whose compensation shall be paid by said company, to examine the same, and if it shall appear that twenty consecutive miles of railroad and telegraph shall have been completed and equipped in all respects as required by this act, the said commissioners shall so report under oath to the President of the United States, and thereupon patents shall issue to said companies, or either of them, as the case may be, for the lands hereinbefore granted, to the extent of and coterminous with the completed section of said railroad and telegraph line as aforesaid; and from time to time, whenever twenty or more consecutive miles of the said road and telegraph shall be completed and equipped as aforesaid, patents shall in like manner issue upon the report of the said commissioners, and so on until the entire railroad and telegraph authorized by this act shall have been constructed, and the patents of the lands herein granted shall have been issued.

SEC. 5. *And be it further enacted*, That the grants aforesaid are made upon the condition that the said companies shall keep said railroad and telegraph in repair and use, and shall at all times transport the mails upon said railroad, and transmit dispatches by said telegraph line for the Government of the United States, when required so to do by any Department thereof, and that the Government shall at all times have the preference in the use of said railroad and telegraph therefor at fair and reasonable rates of compensation, not to exceed the rates paid by private parties for the same kind of service. And said railroad shall be and remain a public highway for the use of the Government of the United States, free of all toll or other charges upon the transportation of the property or troops of the United States; and the same shall be transported over said road at the cost, charge, and expense of the corporations or companies owning or operating the same, when so required by the Government of the United States.

SEC. 6. *And be it further enacted*, That the said companies shall file their assent to this act in the Department of the Interior within one year after the passage hereof and shall complete the first section of twenty miles of said railroad and telegraph within two years, and at least twenty miles in each year thereafter, and the whole on or before the first day of July, one thousand eight hundred and seventy-five; and the said railroad shall be of the same gauge as the "Central Pacific Railroad" of California, and be connected therewith.

SEC. 7. *And be it further enacted*, That the said companies named in this act are hereby required to operate and use the portions or parts of said railroad and telegraph mentioned in section one of this act for all purposes of transportation, travel, and communication, so far as the Government and public are concerned, as one connected and continuous line; and in such operation and use to afford and secure to each other equal advantages and facilities as to rates, time, and transportation, without any discrimination whatever, on pain of forfeiting the full amount of damage sustained on account of such discrimination, to be sued for and recovered in any court of the United States, or of any State, of competent jurisdiction.

SEC. 8. *And be it further enacted*, That in case the said companies shall fail to comply with the terms and conditions required, namely, by not filing their assent thereto, as provided in section six of this act, or by not completing the same as provided in said section, this act shall be null and void, and all the lands not conveyed by patent to said company or companies, as the case may be, at the date of any such failure, shall revert to the United States. And in case the said railroad and telegraph line shall not be kept in repair and fit for use, after the same shall have been completed, Congress may pass an act to put the same in repair and use, and may direct the income of said railroad and telegraph line to be thereafter devoted to the United States, to repay all expenditures caused by the default and neglect of said companies or either of them, as the case may be, or may fix pecuniary responsibility, not exceeding the value of the lands granted by this act.

SEC. 9. *And be it further enacted*, That the said "California and Oregon Railroad Company" and the said "Oregon Company" shall be governed by the provisions of the general railroad and telegraph laws of their respective States, as to the construction and management of the said

railroad and telegraph line hereinbefore authorized, in all matters not provided for in this act. Wherever the word "company" or "companies" is used in this act it shall be construed to embrace the words "their associates, successors, and assigns," the same as if the words had been inserted; or thereto annexed.

The word "company" to include "associates, successors, and assigns."

SEC. 10. *And be it further enacted*, That all mineral lands shall be excepted from the operations of this act; but where the same shall contain timber, so much of the timber thereon as shall be required to construct said road over such mineral land is hereby granted to said companies: *Provided*, That the term "mineral lands" shall not include lands containing coal and iron.

Mineral lands excepted from this grant.

"Mineral" not coal and iron.

SEC. 11. *And be it further enacted*, That the said companies named in this act shall obtain the consent of the legislatures of their respective States, and be governed by the statutory regulations thereof in all matters pertaining to the right of way, wherever the said road and telegraph line shall not pass over or through the public lands of the United States.

Companies to obtain the consent of States, where road and telegraph line do not pass through public lands.

SEC. 12. *And be it further enacted*, That Congress may at any time, having due regard for the rights of said California and Oregon railroad companies, add to, alter, amend, or repeal this act.

Act may be amended, &c.

Approved July 25, 1866.

ACT OF JUNE 25, 1868.

CHAP. LXXX.—An Act to amend an Act entitled "An Act granting Lands to aid in the construction of a Railroad and Telegraph Line from the Central Pacific Railroad, in California, to Portland, in Oregon."

15 Stat., 80.
1866, ch. 242,
sec. 6, vol. xiv, p. 241.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section six of an act entitled "An act granting lands to aid in the construction of a railroad and telegraph line from the Central Pacific Railroad, in California, to Portland, in Oregon," approved July twenty-fifth, eighteen hundred and sixty-six, be so amended as to provide that instead of the times now fixed in said section, the first section of twenty miles of said railroad and telegraph shall be completed within eighteen months from the passage of this act, and at least twenty miles in each two years thereafter, and the whole on or before the first day of July, anno Domini eighteen hundred and eighty.

Extension of time for completion of railroad and telegraph.

July 1, 1880.

Approved June 25, 1868.

ACT OF APRIL 10, 1869.

CHAP. XXVII.—An Act to amend an Act entitled "An act granting Lands to aid in the construction of a Railroad and Telegraph Line from the Central Pacific Railroad, in California, to Portland, in Oregon," approved July twenty-five, eighteen hundred and sixty-six.

16 Stat., 47.
1866, ch. 242,
vol. xiv, p. 239.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section six of an act entitled "An act granting lands to aid in the construction of a railroad and telegraph line from the Central Pacific Railroad, in California, to Portland, in Oregon," approved July twenty-five, eighteen hundred and sixty-six, be, and the same is hereby, amended so as to allow any railroad company heretofore designated by the legislature of the State of Oregon, in accordance with the first section of said act, to file its assent to such act in the Department of the Interior within one year from the date of the passage of this act; and such filing of its assent, if done within one year from the passage hereof, shall have the same force and effect to all intents and purposes as if such assent had been filed within one year after the passage of said act: *Provided*, That nothing herein shall impair any rights heretofore acquired by any railroad company under said act, nor shall said act or this amendment be construed to entitle more than one company to a grant of land: *And provided further*, That the lands granted by the act aforesaid shall be sold to actual settlers only, in quantities not greater than one-quarter section to one purchaser, and for a price not exceeding two dollars and fifty cents per acre.

Assent of railroad company to act may be filed within one year from date of this act.

Acquired rights not affected.

Not more than one company entitled to a grant of land.

Lands, how and to whom to be sold.

Approved April 10, 1869.

LAWS RELATING TO THE OREGON CENTRAL RAILROAD.

Subject.	Date of approval.	United States Statutes.	
		Vol.	Page.
Land grant	May 4, 1870	16	94

ACT OF MAY 4, 1870.

16 Stat., 94. CHAP. LXIX.—An act granting lands to aid in the construction of a railroad and telegraph line from Portland to Astoria and McMinville, in the State of Oregon.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That for the purpose of aiding in the construction of a railroad and telegraph line from Portland to Astoria, and from a suitable point of junction near Forest Grove to the Yamhill River, near McMinville, in the State of Oregon, there is hereby granted to the Oregon Central Railroad Company, now engaged in constructing the said road, and to their successors and assigns, the right of way through the public lands of the width of one hundred feet on each side of said road, and the right to take from the adjacent public lands materials for constructing said road, and also the necessary lands for depots, stations, side tracks, and other needful uses in operating the road, not exceeding forty acres at any one place; and, also, each alternate section of the public lands, not mineral, excepting coal or iron lands, designated by odd numbers nearest to said road, to the amount of ten such alternate sections per mile on each side thereof, not otherwise disposed of or reserved or held by valid pre-emption or homestead right at the time of the passage of this act. And in case the quantity of ten full sections per mile cannot be found on each side of said road, within the said limits of twenty miles, other lands designated as aforesaid shall be selected under the direction of the Secretary of the Interior on either side of any part of said road nearest to and not more than twenty-five miles from the track of said road to make up such deficiency.

SEC. 2. And be it further enacted, That the Commissioner of the General Land Office shall cause the lands along the line of the said railroad to be surveyed with all convenient speed. And whenever and as often as the said company shall file with the Secretary of the Interior maps of the survey and location of twenty or more miles of said road, the said Secretary shall cause the said granted lands adjacent to and coterminous with such located sections of road to be segregated from the public lands; and thereafter the remaining public lands, subject to sale within the limits of the said grant, shall be disposed of only to actual settlers at double the minimum price for such lands: *And provided also,* That settlers under the provisions of the homestead act who comply with the terms and requirements of said act, shall be entitled, within the said limits of twenty miles, to patents for an amount not exceeding eighty acres each of the said ungranted lands, anything in this act to the contrary notwithstanding.

SEC. 3. And be it further enacted, That whenever and as often as the said company shall complete and equip twenty or more consecutive miles of the said railroad and telegraph, the Secretary of the Interior shall cause the same to be examined, at the expense of the company, by three commissioners appointed by him; and if they shall report that such completed section is a first-class railroad and telegraph, properly equipped and ready for use, he shall cause patents to be issued to the company for so much of the said granted lands as shall be adjacent to and coterminous with the said completed [completed] sections.

SEC. 4. And be it further enacted, That the said alternate sections of land granted by this act, excepting only such as are necessary for the company to reserve for depots, stations, side tracks, wood yards, standing ground, and other needful uses in operating the road, shall be sold by the company only to actual settlers, in quantities not exceeding one hundred and sixty acres or a quarter section to any one settler, and at prices not exceeding two dollars and fifty cents per acre.

Grant of land, &c., to Oregon Central Railroad Company.
Road from Portland to Astoria, and from Forest Grove to the (Yamhill) River, near McMinville.
Right of way 100 feet on each side of road.
Materials from adjacent lands.
Lands or depots, &c., not exceeding 40 acres at any one place.
20 sections of land per mile.
Lands to be selected to make up deficiency.
Limits 25 miles on each side.
Lands on line of road to be surveyed.
When to be separated from public lands.
Remaining lands to be sold at double the minimum price.
Homestead exemption.
Secretary of the Interior to appoint three commissioners to examine road.
Patents for lands to be issued when commissioners report sections of railroad completed.
The granted lands to be sold only to actual settlers, in what quantities, and at what price.

SEC. 5. *And be it further enacted*, That the said company shall, by mortgage or deed of trust to two or more trustees, appropriate and set apart all the net proceeds of the sales of the said granted lands, as a sinking fund, to be kept invested in the bonds of the United States, or other safe and more productive securities, for the purchase from time to time, and the redemption at maturity, of the first mortgage construction bonds of the company on the road, depots, stations, side tracks, and woodyards, not exceeding thirty thousand dollars per mile of road, payable in gold coin not longer than thirty years from date, with interest payable semi-annually in coin not exceeding the [rate] of seven per centum per annum; and no part of the principal or interest of the said fund shall be applied to any other use until all the said bonds shall have been purchased or redeemed and cancelled; and each of the said first mortgage bonds shall bear the certificate of the trustees, setting forth the manner in which the same is secured and its payment provided for. And the district court of the United States, concurrently with the State courts, shall have original jurisdiction, subject to appeal and writ of error, to enforce the provisions of this section.

Net proceeds of sales of granted lands to be set apart as a sinking fund for the purchase, &c., of certain bonds.

Bonds and interest, how payable.

Sinking fund to be used only for, &c.

Bonds to bear certificate of trustees.

What courts may enforce this provision.

SEC. 6. *And be it further enacted*, That the said company shall file with the Secretary of the Interior its assent to this act within one year from the time of its passage; and the foregoing grant is upon condition that said company shall complete a section of twenty or more miles of said railroad and telegraph within two years, and the entire railroad and telegraph within six years, from the same date.

Company to file assent within, &c.

Conditions of this grant.

Approved, May 4, 1870.

ACT OF JUNE 26. 1882.

CHAP. 242.—An act authorizing the Sioux City and Pacific Railroad Company to construct and maintain a Railroad Bridge over the Mississippi River. 22 Stat., 112.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Sioux City and Pacific Railroad Company, a corporation existing under the laws of the State of Iowa or its assigns, are hereby authorized, for the purpose of making a more perfect connection for its line over the Missouri River, to construct and maintain a railroad bridge over said river at the most suitable and convenient point within ten miles of the present crossing, between the county of Washington in the State of Nebraska, and the county of Harrison in the State of Iowa.

Sioux City and Pacific Railroad Company to build a bridge over the Missouri River.

SEC. 2. That said bridge shall be constructed and built without material interference with the security and convenience of navigation of said river beyond what is necessary to carry into effect the rights and privileges hereby granted; and in order to secure a compliance with these conditions the corporation, previous to commencing the construction of the bridge, or of the accessory work designed to secure the best practical channel-way for navigation and confine the flow of the water to a permanent channel at said point, shall submit to the Secretary of War a plan of the bridge and of such accessory works, together with a detailed map of the river at the proposed site of the bridge and for a distance of a mile above and below the site, together with all other information touching said bridge and river and accessory works as may be deemed requisite by the Secretary of War to determine whether the said bridge, when built, will conform to the prescribed conditions of this act; that said bridge shall be constructed and built without material interference with the security and convenience of navigation of said river beyond what is necessary to carry into effect the rights and privileges hereby granted: *Provided*, That if the said bridge shall be made with unbroken and continuous spans, it shall not be of less elevation in any case than fifty feet above extreme high-water mark as understood at the point of location, to the bottom chord of the bridge, nor shall the spans of said bridge be less than two hundred and fifty feet in length, and the piers of said bridge shall be parallel with the current of said river, and the main span shall be over the main channel of the river, and not less than three hundred feet in length: *And provided also*, That if any bridge built under this act shall be constructed as draw-bridge, the same shall be constructed as a pivot draw-bridge, with a draw over the main channel of the river at an accessible and navigable point, and with spans of not less than one hundred and sixty feet in length in the clear on each side of the central or

Plan, &c., to be submitted to Secretary of War.

Proviso. Form and construction.

Proviso.

Draw.

- pivot pier of the draw, and the next adjoining span or spans to the draw shall not be less than two hundred and fifty feet: *Provided also*, That said draw shall be opened promptly upon reasonable signal for the passing of boats; and said company or corporation shall maintain, at its own expense, from sunset till sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe: *Provided also*, That all railroad companies desiring to use said bridge shall have and be entitled to equal rights and privileges in the passage of the same, and in the use of the machinery and fixtures thereof and all the approaches thereto, under and upon such terms and conditions as shall be prescribed by the Secretary of War upon hearing the allegations and proofs of the parties in case they shall not agree.
- Lights.**
Proviso.
- Rights of railroad companies to use bridge preserved.**
- Approval of Secretary of War.**
- Made a post-route.**
- Authorized to execute mortgage and issue bonds.**
- Right of way for postal telegraph reserved to the United States.**
- Permission for assignment of rights, &c.**
Proviso.
- SEC. 3. That the Secretary of War is hereby authorized and directed, upon receiving such plan and map and other information, and upon being satisfied that a bridge built on such plans and with such accessory works and at such locality will conform to the prescribed conditions of this act, to notify the company that he approves the same; and upon receiving such notification the said company may proceed to an erection of said bridge conforming to the approved plan and location; but until the Secretary of War approve the plan and location of said bridge and accessory works, and notify the company of the same, the bridge shall not be built; and should any change be made in the plan of the bridge or said accessory works during the progress of the work thereon, such change shall be subject likewise to the approval of the Secretary of War.
- SEC. 4. That the said bridge and accessory works, when built and constructed under this act and according to the terms and limitations thereof, shall be lawful structures; and said bridge shall be recognized and known as a post-route, upon which also no higher charge shall be made for the transmission over the same of the mails, the troops, and the munitions of war of the United States, than the rate per mile paid for the transportation over the railroads or public highways leading to said bridge; and said bridge shall enjoy the rights and privileges of other post-routes in the United States; and Congress reserves the right at any time to regulate by appropriate legislation the charges for freight and passengers over said bridge.
- SEC. 5. That said corporation may execute a mortgage upon the bridge, its approaches and appurtenances, including said accessory works, and issue bonds secured by the same, bearing such rate of interest, and payable, principle and interest, as such corporation shall determine; and such mortgage shall constitute the first lien upon the said bridge and other property in said mortgage mentioned and described.
- SEC. 6. That the United States shall have the right of way for postal telegraph across said bridge.
- SEC. 7. That the Sioux City and Pacific Railroad Company may assign all the rights, privileges, and franchises conferred by and contained in this act, if said company shall deem such assignment expedient and for its best interests: *Provided, however*, That said bridge, if built by the assigns of said company, shall be constructed and maintained in all respects on the terms and subject to the conditions, limitations, and restrictions herein contained, reserving the right to Congress to amend, alter, or repeal this act.

Approved June 27, 1882.

ACT OF JULY 3, 1882.

22 Stat., 144. CHAP. 266.—An act to authorize the construction of a bridge across the Arkansas River, at the town of Van Buren, Crawford County, Arkansas.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Saint Louis and San Francisco Railway Company, a corporation organized under the laws of the State of Missouri, be, and is hereby, authorized to construct or cause to be constructed, and maintain, a bridge and approaches thereto over the Arkansas River at the town of Van Buren, Crawford County, Arkansas. Said bridge shall be constructed to provide for the passage of railway trains, and at the option of the corporation by which it may be built may be used for the passage of wagons and vehicles of all kinds, for the transit of animals, and for foot-passengers, for such reasonable rates of tolls as may be approved from time to time by the Secretary of War as to railway trains, and as to wagons, vehicles, animals, and foot-passengers, such rates as may be provided by the laws of Arkansas.

Saint Louis and San Francisco Railway Company to construct bridge across Arkansas River at Van Buren, Arkansas.
Passage of railway trains, &c.

SEC. 2. That any bridge built under this act is subject to its limitations, shall be a lawful structure, and shall be recognized and known as a post-route, upon which also no higher charge shall be made for the transmission over the same of the mails, the troops, and the munitions of war of the United States, or for passengers or freight passing over said bridge than the rate per mile paid for the transportation over the railroads or public highways leading to the said bridge; and it shall enjoy the rights and privileges of other post-roads in the United States.

Declared a post-route and a lawful structure.

SEC. 3. That said bridge shall be constructed with a draw or pivot span, which shall be over the main channel of the river at an accessible navigable point, and the openings on each side of the pivot pier shall be not less than one hundred and sixty feet in the clear, and as nearly as practicable both of said openings be accessible at all stages of the water; that the spans shall not be less than ten feet above extreme high-water mark as understood at the point of location, to the lowest part of the superstructure of said bridge; that the piers and draw-rests of said bridge shall be built parallel with the currents at that stage of the river which is most important for navigation, and that no rip-rap or other outside protection for imperfect foundations be permitted to approach nearer than four feet to the surface of the water at its extreme low stage or otherwise to encroach upon the channel ways provided for in this act: *Provided*, That said draw shall be opened promptly by said company, upon reasonable signal, for the passage of boats; and said company or corporation shall maintain at its own expense from sunset till sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe. No bridge shall be erected or maintained under the authority of this act which shall at any time substantially or materially obstruct the free navigation of said river; and if any bridge erected under such authority shall, in the opinion of the Secretary of War, obstruct such navigation, he is hereby authorized to cause such change or alteration of said bridge to be made as will effectually obviate such obstruction; and all such alterations shall be made, and all such obstructions be removed, at the expense of the owner or owners of said bridge; and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river, caused or alleged to be caused by said bridge, the case may be brought in the district court of the United States of the State of Arkansas in which any portion of said obstruction or bridge may be located: *Provided further*, That nothing in this act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers, or to exempt this bridge from the operation of the same.

Draw.

Spans.

Piers.

Proviso.

Lights.

Free navigation of river to be maintained.

Proviso.

SEC. 4. That all railroad companies desiring the use of said bridge shall have and be entitled to equal rights and privileges relative to the passage of railway trains over the same, and over the approaches thereto, upon payment of a reasonable compensation for such use; and in case the owner or owners of said bridge and the several railroad companies, or any of them, desiring such use, shall fail to agree upon the sum or sums to be paid, and upon rules and conditions to which each shall conform in using said bridge, all matters at issue between them shall be decided by the Secretary of War, upon a hearing of the allegations and proofs of the parties: *Provided*, That the provisions of section two in regard to charges for passengers and freight across said bridge shall not govern the Secretary of War in determining any question arising as to the sum or sums to be paid to the owners of said companies for the use of said bridge.

Railroad companies to have equal rights, for compensation; Secretary of War to decide in case of failure of companies to agree.

Proviso.

SEC. 5. That any bridge authorized to be constructed under this act shall be built and located under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe; and to secure that object the said company or corporation shall submit to the Secretary of War, for his examination and approval, a design and drawings of the bridge and a map of the location, giving for the space of one mile above and one mile below the proposed location the topography of the banks of the river, the shore lines at high and low water, the direction and strength of the currents at all stages, and the soundings, accurately showing the bed of the stream, the location of any other bridge or bridges, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge are approved by the Secretary of War the bridge shall not be built or com-

Secretary of War to prescribe regulations for preserving free navigation.

Plan and location to be approved by Secretary of War.

meuced; and should any change be made in the plan of said bridge during the progress of construction such change shall be subject to the approval of the Secretary of War.

Penalty for obstruction to free navigation.

SEC. 6. That whenever the Secretary of War shall have good reason to believe that the bridge hereby authorized to be constructed is an obstruction to the free navigation of such waters, by reason of difficulty in passing the draw-opening of said bridge, by rafts, steamboats, or other water-craft, it shall be the duty of the said Secretary, on satisfactory proof thereof, to require the company or persons owning said bridge to cause such aids to the passage of said draw-opening to be constructed, placed, and maintained at their own cost and expense, in the form of booms, dikes, piers, or other suitable and proper structures for the guiding of said rafts, steamboats, and other water-craft safely through said opening as shall be specified in his order in that behalf; and on failure of the company or persons aforesaid to make and establish such additional structures within a reasonable time, the said Secretary shall proceed to cause the same to be built or made at the expense of the United States, and shall refer the matter without delay to the Attorney-General of the United States, whose duty it shall be to institute, in the name of the United States, proceedings in the district court of the United States in which said bridge, or any part thereof, is located, for the recovery of the cost thereof; and all moneys accruing from such proceedings shall be covered into the Treasury of the United States.

Specified rights of United States reserved.

SEC. 7. That the right to alter, amend, or repeal this act is hereby expressly reserved, and the right to require any changes in said structure or its entire removal, at the expense of the owners thereof, whenever Congress shall decide that the public interest requires it, is also expressly reserved.

Approved July 3, 1882.

ACT OF AUGUST 2, 1882.

22 Stat., 181.

CHAP. 371.—An act to grant a right of way for a railroad and telegraph line through the lands of the Choctaw and Chickasaw Nations of Indians to the Saint Louis and San Francisco Railway Company, and for other purposes.

Right of way for railroad and telegraph line through lands of Choctaw and Chickasaw Nations of Indians granted to Saint Louis and San Francisco Railway Company.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That a right of way is hereby granted to the Saint Louis and San Francisco Railway Company, a corporation duly organized under the laws of the State of Missouri, for the construction of a railroad and telegraph line, said right of way to be one hundred and fifty feet in width through that part of the lands of the Choctaw and Chickasaw Nations occupied by the Choctaws, and three hundred feet in width at each station for a distance of four thousand feet in length; said right of way to commence at any point to be selected by said company on the line of the Choctaw Nation immediately contiguous to Sebastian or Scott Counties, in the State of Arkansas, and run thence in a southwesterly direction on the most direct and practicable route through the lands of the said Choctaw and Chickasaw Nations in the direction of Paris, in the State of Texas; said road to continue or connect with a proposed road from the city of Paris aforesaid.

Conditions of acceptance.

SEC. 2. That the said Saint Louis and San Francisco Railway Company shall accept this right of way upon express condition, binding upon itself, its successors and assigns, that they will neither aid, advise, nor assist in any effort looking toward the changing or extinguishing the present tenure of the Choctaws or Chickasaws in their lands, and will not attempt to secure from the Choctaw or Chickasaw Nation any further grant of land, or its occupancy, than is hereinbefore provided: *Provided*, That any violation of the condition mentioned in this section shall operate as a forfeiture of all the rights and privileges of said railway company under this act.

Proviso.

Payment for damages, &c.

SEC. 3. That the said railway company shall pay for all property injured or destroyed by said company, and for all material taken or used in the construction, operation, or repairs of said road and telegraph line, and shall take no such material except under contract with the proper authorities of the Choctaw or Chickasaw Nation, and according to the laws thereof: *Provided*, That before the construction of said road through any lands held by individual occupants according to the laws, customs, and usages of said nations, full compensation shall be made

Proviso.

to such occupants for all property to be taken or damages to them by reason of the construction of the said road and telegraph line. In case of failure to make amicable settlements in any case, either national or individual, such compensation shall be determined by appraisement of three disinterested referees, one to be named by the Commissioner of Indian Affairs, one by the principal chief of said nation claiming damages or to which the persons claiming damages belong, and one by said company. This provision shall also apply to all cases of injury to persons or property occasioned by the construction or operation of said road and telegraph line after the construction thereof shall have been commenced. Said arbitrators shall receive not exceeding four dollars per day for each, with mileage not exceeding six cents per mile, and witnesses shall receive the usual fees allowed by the courts of said nations. Costs shall be made a part of the award, and be paid by the losing party. In case of failure to pay such award, the Secretary of the Interior shall be, and is hereby, authorized to forbid the further passage of trains, or the use of said right of way, and to remove the agents and employes of said company from the limits of said nations, as intruders under the intercourse laws of the United States, until such time as payment shall be made by said company. And in addition to the foregoing the injured parties shall have the right of recourse to all legal remedies that may be applicable in like cases in the judicial tribunals; and consent is hereby given that the civil jurisdiction of the district court of the United States for the western district of Arkansas, and such other courts as may be established by authority of the United States, shall be extended within the territory and limits of the Choctaw and Chickasaw Nations, without distinction as to citizenship of the parties, so far as may be necessary for the enforcement of the provisions of this act.

SEC. 4. That for and in consideration of the uses and grants aforesaid the said railway company shall pay quarter-annually to the national treasurers of said nations every year during the existence of the rights and privileges granted said company by this act, to be used for the benefit of schools therein, the sum of seven hundred and fifty dollars, one-fourth of said payments to be paid to the Chickasaws and three-fourths to be paid to the Choctaws; and until the first of such payments be made, no right or power to enter upon said lands, except for the purpose of surveying and locating its line of road and telegraph, shall be acquired under the provisions of this act: *Provided*, That if the general councils of the Choctaw and Chickasaw Nations, or either of them, shall within sixty days after the passage of this act, by resolution duly adopted, dissent from the allowance provided for in this section, and shall certify the same to the Secretary of the Interior, then the compensation to be paid for the use and grants in this act made for such dissenting tribe shall be determined as provided in section three for the determination of the compensation to be paid to the individual occupants of lands, except that one of said appraisers shall be appointed by the council of the dissenting tribe; and the award made shall be paid as and under the penalties provided for in said section three: *And provided*, That nothing in this act shall be construed to prohibit Congress from imposing such taxes as it may deem just and proper upon the railroad hereby authorized, for the benefit of the Choctaw and Chickasaw Indians so long as they shall occupy and possess the territory, or to prohibit any State or States which may hereafter be formed out of said territory from imposing taxes upon said road.

SEC. 5. That within ninety days from the passage of this act the said company shall accept the provisions of this act, and within thirty days thereafter the said company shall fix and determine the general route of its line of road in accordance with this act by filing with the Secretary of the Interior a map of preliminary survey, and by filing copies thereof in the offices of the principal chiefs of said nations respectively; and thereafter no claim for a subsequent settlement and improvement along such line within seventy-five feet on either side thereof shall be valid as against the said right of way; and within one year from the date of the acceptance of this act by said company as herein provided the said company shall file with the Secretary of the Interior a map showing the definite location of its road and telegraph as designated in the first section of this act, and shall complete the said road and telegraph through the lands of said nations within the further period of one year.

Referees to determine, &c., upon failure to make amicable settlements.

Compensation.

Costs.

Penalty for failure to pay award for damages, &c.

Legal remedies.

Payments to be made by grantee; to be used for benefit of schools.

Proviso.

Right of United States to impose taxes reserved.

Limit of time for acceptance of grant, and also for determining route of road.

Definite location of line of road.

Settlements on right of way by non-citizens prohibited; exceptions.

Proviso.

Rates of fare and freight.

Special billing of freight.

Tracks, sidings, &c.

Rental to be paid by other users of road.

Operating and all other expenses based on wheelage of trains.

Individual companies to pay damages caused by operating, &c.

Disagreement as to damages determined by arbitration.

Proviso.

Bond.

Renewable every five years.

Grantee failing to accept conditions, or to comply with provisions of this act, Secretary of Interior to declare rights of company void.

Chicago, Texas and Mexican Railway Company to succeed to rights, &c., of this act on complying with terms, &c.

SEC. 6. That the said right of way shall not be settled upon, by authority of said railway company, by non-citizens of said nations, except such employes of said company as are necessary to the successful operation of said railway and telegraph line, and their families: *Provided*, That only agents, operators, employes, and sectionmen shall be exempt by reason of such employment from payment of permits, as required of other non-citizens of said nations.

SEC. 7. That no greater rates of fare or freight shall be charged in the Choctaw or Chickasaw Nation, by said railway company, than the lowest rate authorized by law in the States of Arkansas and Texas, or either of them, for services or business of the same kind; and said railway company agree to convey all passengers and to accept and transport all freight that may be offered, and to bill any freight which may be offered for shipment from points on said line by persons lawfully residing or doing business in the Choctaw or Chickasaw Nation to Chicago, with the privilege of stopping said freight at Saint Louis, by the shipper, on the same terms as if the bills had been made for Saint Louis in the first instance.

SEC. 8. That the said company shall provide a sufficient number of tracks to do the business that may be offered, and shall permit any railroad company to have the rights of user of its main tracks and sidings by the payment of a fixed charge as rental therefor. The maintenance of superstructure, tracks, depots, and other buildings and appurtenances, and of stations and operating expenses, and such other expenses as may be imposed by law, shall be based upon the wheelage of such trains as may be run over said road, each company paying such proportion as its wheelage shall bear to the total wheelage passing over said road. The rental shall be a fixed charge in addition to maintenance of road, and shall be determined by mutual agreement, or in case of disagreement, by arbitrators, each party choosing one such arbitrator, the third to be chosen by the others appointed, whose decision upon all points respecting such rental shall be final. Each company enjoying the right of user as aforesaid shall pay for any and all damages to the property of the nation or individuals caused by the running of its own trains to the company owning the franchise hereby granted whenever such company has been required to pay the same under the provisions of this act. If said companies shall disagree as to damages aforesaid, all disagreements shall be settled and determined between them by arbitration, as provided in case of rental: *Provided*, That all trains running over said railroad shall be under the exclusive control of the company owning and operating said railroad.

SEC. 9. That the said railroad company shall execute a bond to the United States, to be filed with and approved by the Secretary of the Interior, in the penal sum of five hundred thousand dollars, for the use and benefit of the Choctaw and Chickasaw Nations, to cover any and all damages which may accrue by reason of the failure of said railway company to comply with any or all of the provisions and conditions of this act. Said bond shall be good and valid against said company, its successors and assigns, and shall be renewed at the expiration of every five years, and whenever, in the judgment of the Secretary of the Interior, a renewal of the same shall be deemed necessary for the protection of the interests of the Indians of the United States.

SEC. 10. That if within ninety days after the passage of this act the company aforesaid shall fail to accept the conditions herein specified by a resolution of its board of directors, certified to and filed with the Secretary of the Interior, or shall fail within one year from the filing of the acceptance of its charter to file its map of definite location, in accordance with this act, with the Secretary of the Interior, or shall fail to construct its road within the time and as hereinbefore provided, then all the rights of said company under this act shall thereupon cease and determine, and the Secretary of the Interior shall so declare; and thereupon the Secretary of the Interior shall give a consent in writing to the Chicago, Texas and Mexican Central Railway Company, a corporation duly organized under the laws of the State of Texas, which shall succeed to all the rights, privileges, immunities, duties, and obligations hereby conferred by this act upon the Saint Louis and San Francisco Railway Company, to the same extent as if said successor had been the grantee first herein named, upon filing with the Secretary of the Interior its acceptance of the provisions of this act within ninety days from the date of

the expiration of the period herein granted to the Saint Louis and San Francisco Railway Company, and upon filing bond as prescribed in the ninth section of this act to comply with the provision of this act, and upon filing with the Secretary of the Interior within twelve months its map of definite location in accordance with this act, and within twelve months thereafter completing said road. And in the event of the failure of the Chicago, Texas and Mexican Central Railway Company to file its acceptance of the provisions of this act within the time hereinbefore specified, and thereafter to file its map of definite location in accordance with the provisions of this act, and to complete said road within the time herein granted, then the privileges herein granted to said Saint Louis and San Francisco Railway Company shall apply to any other incorporated company that shall have first obtained the approval of the President of the United States: *Provided*, That the said successor shall thereafter have the same time to perform in all respects the several acts and things herein enjoined to be done as is by this act given to the original grantee, including the definite location in accordance with this act, and the filing of bond as herein required: *And provided further*, That any railroad company enjoying the rights conferred by this act shall construct and maintain continually all road and highway crossings, and necessary bridges, over said railway wherever said roads and highways do now or may hereafter cross said railway's right of way, or may be by the proper authorities laid out across the same.

Franchise given to company first obtaining approval of President of United States; when.

Provisos.

SEC. 11. Congress may at any time amend, add to, alter, or repeal his act. This act may be altered, &c.

Approved August 2, 1882.

APPENDIX 5.

SUPREME COURT DECISIONS.

RECENT DECISIONS OF THE SUPREME COURT OF THE UNITED STATES AFFECTING RAILROAD COMPANIES, AND OPINION OF THE UNITED STATES CIRCUIT COURT OF OREGON, IN THE WILLAMETTE BRIDGE CASE.

MYRICK

vs.

MICHIGAN CENTRAL RAILROAD COMPANY.

1. In the absence of a special contract, a railroad company, by receiving cattle for transportation over its own line and other lines therewith connected, is only bound to carry the cattle over its own line and deliver them safely to the next connecting carrier.
2. A contract whereby the liability of the company is sought to be extended beyond such carriage and delivery will not be inferred from loose and doubtful expressions, but must be established by clear and satisfactory evidence. Taking a through fare on the receipt of the cattle does not establish such liability.
3. The receipt of the company does not of itself constitute such contract. The circumstances under which it was given should have been submitted to the jury to determine whether in fact a through contract was made.
4. In passing upon the rights of the parties, this court will not be controlled by the judicial decisions of the State where the contract of carriage was made.

Mr. Justice FIELD delivered the opinion of the court, and, after stating the case, proceeded as follows:

The principal question presented by the instruction requested by the defendant has been elaborately considered and adjudged by this court. It is only necessary, therefore, to state the conclusion reached.

A railroad company is a carrier of goods for the public, and, as such, is bound to carry safely whatever goods are intrusted to it for transportation, within the course of its business, to the end of its route, and there deposit them in a suitable place for their owners or consignees. If the road of the company connects with other roads, and goods are received for transportation beyond the termination of its own line, there is superadded to its duty as a common carrier that of a forwarder by the connecting line; that is, to deliver safely the goods to such line, the next carrier on the route beyond. This forwarding duty arises from the obligation implied in taking the goods for the point beyond its own line. The common law imposes no greater duty than this. If more is expected from the company receiving the shipment, there must be a special agreement for it. This is the doctrine of this court, although a different rule of liability is adopted in England and in some of the States. As was said in *Railroad Company vs. Manufacturing Company*, "It is unfortunate for the interests of commerce that there is any diversity of opinion on such a subject, especially in this country; but the rule that holds the carrier only liable to the extent of his own route and for the safe storage and delivery to the next carrier, is in itself so just and reasonable that we do not hesitate to give it our sanction." (16 Wall., 318, 324.)

This doctrine was approved in the subsequent case of *Railroad Company vs. Pratt*, although the contract there was to carry through the whole route. 22 Wall. 121. Such a contract may, of course, be made with any one of different connecting lines. There is no objection in law to a contract of the kind, with its attendant liabilities. See also *Insurance Company vs. Railroad Company*, 104 U. S., 146.

The general doctrine, then, as to transportation by connecting lines, approved by this court, and also by a majority of the State courts, amounts to this, that each road, confining itself to its common-law liability, is only bound, in the absence of a special contract, to safely carry over its own route and safely to deliver to the next connecting carrier, but that any one of the companies may agree that over the whole route its liability shall extend. In the absence of a special agreement to that effect, such liability will not attach, and the agreement will not be inferred from doubtful expressions or loose language, but only from clear and satisfactory evidence. Although a railroad company is not a common carrier of live animals in the same sense that it is a carrier of goods, its responsibilities being in many respects different, yet when it undertakes generally to carry such freight it assumes, under similar conditions,

tions, the same obligations, so far as the route is concerned over which the freight is to be carried.

In the present case the court below held that by its receipt, construed in the light of the circumstances under which it was given, the Michigan Central Railroad Company assumed the responsibility of transporting the cattle over the whole route from Chicago to Philadelphia. It did not submit the receipt, with evidence of the attendant circumstances, to the jury to determine whether such a through contract was made. It ruled that the receipt itself constituted such a contract. In this respect it erred. The receipt does not, on its face, import any bargain to carry the freight through. It does not say that the freight is to be transported to Philadelphia, or that it was received for transportation there. It only says that it is consigned to the order of Paris Myrick, and that the Blakers at Philadelphia are to be notified. And, after the description of the property, it adds: "Marked and described as above (contents and value otherwise unknown) for transportation by the Michigan Central Railroad Company to the warehouse at ———," leaving the place blank. This blank may have been intended for the insertion of some place on the road of the company, or at its termination. It cannot be assumed by the court, in the absence of evidence on the point, that it was intended for the place of the final destination of the cattle. On the margin of the receipt is the following: "Notice.—See rules of transportation on the back hereof." And among the rules is one declaring that goods consigned to any place off the company's line, or beyond it, would be sent forward by a carrier or freight man, when there are such, in the usual manner, the company acting for that purpose as the agent of the consignor or consignee, and not as carrier; and that the company would not be responsible for any loss, damage, or injury to the property after the same shall have been sent from its warehouse or station. Though this rule, brought to the knowledge of the shipper, might not limit the liability imposed by a specific through contract, yet it would tend to rebut any inference of such a contract from the receipt of goods marked for a place beyond the road of the company.

The doctrine invoked by the plaintiff's counsel against the limitation by contract of the common-law responsibility of carriers has no application. There is, as already stated, no common-law responsibility devolving upon any carrier to transport goods over other than its own lines, and the laws of Illinois restricting the right to limit such responsibility do not, therefore, touch the case. Nor was the common-law liability of the defendant corporation enlarged by the fact that a notice of the charges for through transportation was posted in the defendant's station-house at Chicago. Such notices are usually found in stations on lines which connect with other lines, and they furnish important information to shippers, who naturally desire to know what the charges are for through freight as well as for those over a single line. It would be unfortunate if this information could not be given by a public notice in the station of a company without subjecting that company, if freight is taken by it, to responsibility for the manner in which it is carried on intermediate and connecting lines to the end of the route.

Nor was the liability of the company affected by the fact that the notice on the margin of the receipt stated that the ticket given might be "exchanged for a through bill of lading." It would seem to indicate that the receipt was not deemed of itself to constitute a through contract. The through bill of lading may also have contained a limitation as to the extent of the route over which the company would undertake to carry the cattle. Besides, if weight is to be given to this notice as characterizing the contract made, it must be taken with the rule to which it also calls attention, that the company assumed responsibility only for transportation over its own line.

It follows from the views expressed that the court below erred in its charge that the ticket or bill of lading was a through contract, whereby the defendant company agreed to transfer the cattle to Philadelphia, and safely deliver them there to the order of Myrick.

Our attention has been called to some decisions of the supreme court of Illinois, which would seem to hold that a railroad company which receives goods to carry, marked for a particular destination, though beyond its own line, is *prima facie* bound to carry them to that place and deliver them there; and that an agreement to that effect is implied by the reception of goods thus marked. *Illinois Central R. R. Company vs. Frankenberg*, 54 Ill., 83; *Illinois Central R. R. Company vs. Johnson*, 34 Id., 389.

Assuming that such is the purport of the decisions, they are not binding upon us. What constitutes a contract of carriage is not a question of local law, upon which the decision of a State court must control. It is a matter of general law, upon which this court will exercise its own judgment. *Chicago City vs. Robbins*, 2 Black, 418; *Railroad Company vs. National Bank*, 102 U. S., 14; *Hough vs. Railway Company*, 100 Id., 213.

If the doctrine of the supreme court of Illinois, as to what constitutes a contract of carriage over connecting lines of roads is sound, it ought to govern, not only in

Illinois, but in other States; and yet the tribunals of other States, and a majority of them, hold the reverse of the Illinois court, and coincide with the views of this court. Such is the case in Massachusetts. *Nutting vs. Connecticut River R. R. Co.*, 1 Gray, (Mass.) 502; *Burroughs vs. Norwich and Worcester R. R. Co.*, 100 Mass., 26. If we are to follow on this subject the ruling of the State courts, we should be obliged to give a different interpretation to the same act—the reception of goods marked for a place beyond the road of the company—in different States, holding it to imply one thing in Illinois and another in Massachusetts.

The judgment must be reversed, and the case remanded for a new trial; and it is so ordered.

United States circuit court, district of Oregon.—October term, 1883.

ELLIS G. HUGHES

vs.

THE NORTHERN PACIFIC RAILWAY COMPANY, The Oregon and Transcontinental Company, The Oregon Railway and Navigation Company, The Northern Pacific Terminal Company, The Oregon and California Railway Company, The Western Oregon Railway Company, and The Oregon Improvement Company.

No. 900. Suit in equity for an injunction.

1. VERIFICATION OF BILL IN EQUITY.—A bill in equity, even for an injunction need not be verified, unless it is intended to be used as evidence on an application for a provisional injunction.
2. JURISDICTION UNDER A LAW OF THE UNITED STATES.—A suit arises under a law of the United States when the controversy involved therein turns upon the existence, effect, or operation of such a law, and therefore a suit by a riparian owner to enjoin the construction of a bridge contiguous and injurious to his property, upon the ground that the defendant is not authorized to build the same by a certain act of Congress, as it pretends and claims, arises under said act and is within the jurisdiction of the proper circuit court.
3. IN WHAT COURTS THE NORTHERN PACIFIC MAY SUE OR BE SUED—CITIZENSHIP OF.—*Semble*: That the Northern Pacific Railway Company, being created by an act of Congress, may sue or be sued in the proper circuit court of the United States in all cases; and, *Quere*, of what State, if any, is it a citizen, for the purpose of jurisdiction in such courts?
4. ACT INCORPORATING THE NORTHERN PACIFIC—CONSTRUCTION OF.—The act of July 2, 1864 (13 Stat. 365) incorporating the Northern Pacific Railway Company, and the acts amendatory thereof, are a grant by the public to a private corporation, and must therefore be construed most strictly against the latter, so that no authority, right, or privilege can be held to pass thereby unless the same is therein plainly expressed or clearly implied.
5. NORTHERN PACIFIC AUTHORIZED TO BRIDGE A NAVIGABLE WATER ON THE LINE OF ITS ROAD.—The Northern Pacific Railway Company was authorized by said acts "to lay out, locate, construct, furnish, maintain, and enjoy a continuous railway" from Lake Superior to Portland, Oreg., "with all the powers, privileges, and immunities necessary to carry into effect the purpose" of said acts; the same "to be constructed in a substantial and workmanlike manner, with all the necessary draws, * * * bridges, &c., * * * equal in all respects to railways of the first-class" and it is necessary to cross the Willamette River with such road in order to reach Portland from the eastward: *Held*, that the right of the Northern Pacific Railway Company to build and maintain a draw-bridge across said river or other navigable water on the line of its road to Portland, without causing any unnecessary injury or obstruction to the usefulness thereof, is clearly implied in said acts; but that Congress not having prescribed the exact location or particular character of said bridge, the right of the corporation to construct it is subject to the judgment of the proper court, as to whether it is being constructed without unnecessary injury to the navigability of such water, upon the complaint of any one specially injured thereby, or likely to be.
6. FORFEITURE OF CORPORATE RIGHTS.—The legislature may provide that a corporation shall cease to exist or forfeit a particular right or privilege unless it does certain things within a given time, and in case of such failure the prescribed consequence will follow, of course, without the intervention of a court or any proceeding to declare or establish the same; but the provisions in the acts aforesaid, to the effect that the grants thereby made to the Northern Pacific Railway Company, are made upon the condition that the road will be completed within a certain time have no such effect, but are simply conditions subsequent without any special consequence prescribed for a breach of them, and therefore no one can complain of any such breach or take advantage of it, except the Government of the United States, and it only, as declared in the act, for the purpose of securing "a speedy completion of the said road."

DEADY, J.:

The plaintiff brings this suit to enjoin the defendants, or any of them, from building a bridge across the Willamette River, at the north end of Portland. The bill alleges that the plaintiff is the owner of the river blocks numbered 11, 12, and 13, and the south half of 14, in Watson's addition to Portland, lying on the west bank of the Willamette River, between North Front street and said river, with the usual right of wharfage and dockage in front thereof; that the port of Portland is a seaport, where sea-going vessels enter, and that said river is navigable above and to the southward of said property for such vessels for the distance of two miles; "that the defendants, or some one or more of them, are now engaged in and threaten to continue the construc-

tion of a bridge across said river, within the limits of the port of Portland and down the stream from and to the north of said property, and to maintain and to operate the same when built; and that said bridge, if constructed and maintained, will be a great and lasting obstruction to the use of the Willamette River to the south and up the stream of said river from said bridge for the passage of boats, ships, and vessels to the wharf property there situate, and will thereby greatly and in a lasting manner damage all the wharf property situate up the stream of said river from and to the south of said bridge, and therewith will work a great and lasting damage to the property aforesaid, and also constitute a great and lasting obstruction and hindrance to the commerce of the port of Portland; that said property has no wharf upon it at present, but may be used for such purpose, "and is of great value therefor;" that the several defendants, through "separate corporations," are all under the control of the same persons, so that plaintiff is unable to determine which of them is in fact engaged in constructing said bridge, or proposes to maintain and operate the same; that the said persons claim that "some one or more of said defendant corporations" are authorized by the State of Oregon and the United States to build and maintain the said bridge, but that neither of said defendants has any "such power or authority at this time," nor has the State consented to the construction of the proposed bridge or the Secretary of War approved of the location thereof.

The cause was argued and submitted on a demurrer to the bill by each of the defendants.

The grounds of the several demurrers are substantially these: (1) The bill is not verified; (2) the bill is without equity, and the plaintiff is not entitled thereon to an injunction; and (3) the court has no jurisdiction of the subject-matter or the parties to the suit.

On the argument it was admitted by the counsel for the defendants that the bridge was being built by the Northern Pacific Railway Company alone, under the act of Congress of July 2, 1864 (13 Stat., 365), and the acts amendatory thereof, and the act of the legislative assembly of the State of Oregon of October 28, 1874 (Sess. L., p. 101). This being so, it would have been proper for the other defendants to have answered and denied or disclaimed any interest or participation in the structure or controversy.

However, the case will be considered by the court, as it was argued by counsel, upon the theory that the controversy is now one between the plaintiff and the Northern Pacific Railway only.

By the first section of the act of July 2, aforesaid, entitled "An act granting lands to aid in the construction of a railway and a telegraph line from Lake Superior to Puget's Sound, on the Pacific coast, by the northern route," Congress provided that the persons herein named, and others who might be associated with them, should constitute a corporation by the name of the Northern Pacific Railway Company, with power and authority, among other things, "to lay out, locate, construct, furnish, maintain, and enjoy a continuous railway and telegraph line, with appurtenances, namely, beginning at a point on Lake Superior, in the State of Minnesota or Wisconsin; thence westerly by the most eligible railway route, as shall be determined by said company, within the territory of the United States, on a line north of the 45th degree of latitude, to some point on Puget's Sound, with a branch via the valley of the Columbia River to a point at or near Portland, in the State of Oregon, leaving the main trunk line at the most suitable place, not more than 300 miles from the western terminus," and it was also declared by said section that said company "is hereby vested with all the powers, privileges, and immunities necessary to carry into effect the purposes of this act as herein set forth."

By sections 2 and 3 of this act the company is granted the right of way through the public lands and certain odd numbered sections thereof on either side of said way, for the purpose of aiding in the construction of its road.

Section 5 provides "that said Northern Pacific Railway shall be constructed in a substantial and workmanlike manner, with all the necessary draws, culverts, bridges, viaducts, crossings, turn-outs, stations, and watering-places, and all other appurtenances, including furniture and rolling stock, equal in all respects to railways of the first class when prepared for business, with rails of the best quality, manufactured from the best iron."

The act further provides that the company is authorized, within certain limits, "to enter upon, purchase, take, and hold any lands or premises that may be necessary and proper for the construction and working of said road," and prescribes a mode of ascertaining the value thereof, in case the owner and the company cannot agree thereabout (section 7) that "each and every grant, right, and privilege" thereby made to the company is made upon the condition that the road shall be completed by July 4, 1876; (section 8) that the road "shall be a post route and military road, subject to the use of the United States" for all Government service (section 11) and that the company "shall obtain the consent of the legislature of any State through which any portion of said railway may pass previous to commencing the construction thereof."

This consent was obtained from the State of Oregon by the act of October 28, 1874,

supra, which provides: "That the consent of this State be, and is hereby, given to the Northern Pacific Railway Company, a corporation chartered by an act of the Congress of the United States, approved July 2, 1864, to construct its road and telegraph line, or any portions of the same, within the boundaries of this State, and to enjoy, within said boundaries, the rights and privileges which said corporation has or may have, under the laws of the United States, by virtue of said act of Congress and the amendments thereto.

Subsequently Congress extended the time for the completion of the road to July 4, 1878. See act of May 7, 1866 (14 Stat., 435), and of July 1, 1868 (15 Stat., 255).

By the joint resolution of April 10, 1869 (16 Stat., 57), the company was authorized "to extend its branch line from a point at or near Portland, Oreg., to some suitable point on Puget Sound, to be determined by said company, and also to connect the same with its main line west of the Cascade Mountains, in the Territory of Washington; said extension being subject to all the conditions and provisions, and said company in respect thereto being entitled to all the rights and privileges, conferred by the act incorporating said company, and all acts additional or amendatory thereof;" and by that of May 31, 1870 (16 Stat., 378), it was further authorized to "locate and construct, under the provisions and with the privileges, grants, and duties provided for in its act of incorporation, its main road to some point on Puget Sound, via the valley of the Columbia River, with the right to locate and construct its branch from some convenient point on its main trunk line across the Cascade Mountains to Puget Sound;" and required to complete 25 miles of said main line between Portland and the Sound by January 1, 1872, and 40 miles a year thereafter until it was completed between said points.

By this summary it appears that the Northern Pacific Railroad is authorized, since May 31, 1870, to construct its "main line" down the Columbia River, and via Portland, instead of across the Cascade Mountains to the Sound, and thus make the former place the practical western terminus of the road, with an extension or branch northward to some point on the latter.

And what has been done in this respect is a matter of such common notoriety that the court may take judicial notice of it.

The company has constructed its main line from the eastern terminus to the Wallula Junction—a point 214 miles east of Portland—where it connects with the road of the Oregon Railway and Navigation Company, extending from Portland up the Columbia River to said junction, and is operated in connection therewith as one road from the latter place to Saint Paul. Its extension northward has also been constructed from Portland to Tacoma, on the Sound, a distance of 143 miles, thus making a continuous line of road from Lake Superior to tide-water on the Pacific.

The objection that the bill is not verified is immaterial. A bill in equity is not required to be sworn to unless it is sought to be used as evidence upon an application for a provisional injunction or the like.

The first question to be considered is, has the court jurisdiction of this suit? The defendant by its demurrer raises the question of jurisdiction, but did not press it upon the argument.

By section 1 of the act of March 3, 1875 (18 Stat., 470), jurisdiction is conferred on this court of a suit in equity, arising under a law of the United States. The bill alleges that the defendant claims the right to construct the bridge in question by authority of an act of Congress and of the State, but denies that it is so authorized. A controversy which turns upon the existence, effect, or operation of an act of Congress arises under such act, and a suit brought to determine the same is a case arising under such act, within the meaning of the statute.

On the argument counsel for the defendant insisted that it was authorized to build the bridge by the act of its incorporation, in connection with the act of the State consenting thereto. This, coupled with the denial of such authority by the plaintiff, is an admission that the court has jurisdiction of the suit on account of the subject-matter. The defendant claims the right to build a bridge across the Willamette River under a law of the United States, which right the plaintiff denies, and this suit, which is brought to determine this claim, is necessarily a suit arising under such law of the United States. *Hatch vs. Willamette Iron Bridge Company*, 7 Saw., 131; *Bybee vs. Hawsett*, 6 Saw., 598.

There is no controversy in the case arising under the law of the State. The State has not given the defendant any absolute right to construct a railway or bridge within its limits, but only consented that it may do in this respect whatever it is authorized to by the act of its corporation. So that the only question in the case is, has Congress by the act of July 2, 1864, empowered the defendant to construct a railway bridge across the Willamette at this point. If it has, the plaintiff admits that this suit cannot be maintained, and if it has not, it is equally clear that the defendant in attempting it is guilty of a nuisance to the special injury of the plaintiff, and therefore ought to be restrained from so doing.

There is also involved in this suit the effect to be given to the clause in section 2

of the act of February 14, 1859 (11 Stat., 383), providing for the admission of the State into the Union, which declares that "all the navigable waters of said State shall be common highways" to all citizens of the United States. In effect this statute prohibits the erection of any bridge across the Willamette River, unless it be one so far above the stream as not to interfere in any degree with its navigation, without the consent of the United States, even if authorized by the State. (*Wheeling Bridge Case*, 18 How., 431; *Willamette Iron Bridge Co.*, 7 Saw., 135.) The question whether the proposed bridge is contrary to or in conflict with the injunction of this statute is a national one, and a suit to determine it arises under a law of the United States, and is, therefore, within the jurisdiction of this court. *Osborn vs. U. S. Bank*, 9 Whea., 816; *Hatch vs. Willamette Iron Bridge Co.*, 7 Saw., 131.

Whether the court also has jurisdiction of the suit on account of the citizenship of the parties, it is not now necessary to determine. The plaintiff is a citizen of Oregon, and it is assumed by the demurrer that the defendant is also. But the status of the defendant in this respect is not settled by any adjudication that I am aware of. It has been sued in this court by a citizen of another State as a citizen of Oregon and submitted without question to a trial of the case and a judgment against it accordingly.

It is a corporation created by an act of Congress, with ability "to sue and be sued" in all the courts "within the United States," and is authorized and empowered to construct and operate a railway in this and other States of this Union. The capacity "to sue and be sued" does not of itself authorize the defendant to sue or be sued in any court, irrespective of the jurisdiction pertaining to the same. It only enables it to sue or be sued as a natural person might, in any court having otherwise jurisdiction of the controversy. *Man. N. B., etc., vs. Black*, 8 Blatch., 138.

But of what State, if any, the defendant is a citizen of is not so clear. In *Orange N. B. vs. Traver* (7 Saw., 210), this court was inclined to the opinion that a banking corporation formed under the national banking act of June 3, 1864 (13 Stat., 99), to do business in Massachusetts, was a citizen of that State. And such was the conclusion reached by Mr. Justice Blatchford in *Man. N. B., etc., vs. Black*, *supra*. See *Main vs. Second N. B., etc.*, 6 Bliss, 26. But the defendant is organized to exist and do business in more States than one, without any declaration or provision indicating a particular domicile or principal place of business in any.

But in *Osborn vs. United States Bank* (9 Whea., 816), it was held by the Supreme Court, that a corporation created by an act of Congress might be thereby authorized "to sue and be sued" generally in the circuit courts of the United States, and the power of Congress to give such court jurisdiction of such a suit was sustained on the ground that any suit by or against such a corporation was necessarily a case arising under the laws of the United States, and therefore within the scope of its judicial power. And since the decision in that case Congress, by the act of 1875, *supra*, has conferred upon the circuit courts jurisdiction in all cases arising under the law of the United States. The effect of this legislation, under the ruling in *Osborn v. United States Bank*, *supra*, is equivalent to a special clause in the charter of the Northern Pacific, authorizing it to sue and be sued in the circuit courts in all cases.

But the jurisdiction of the court on the ground of the nature of the controversy being clear, the question as to the authority of the defendant to construct the bridge is next to be determined.

And first, it is manifest that the defendant is authorized to construct and operate its road to Portland, either as a point on the main line to Puget Sound or the northern extension of the branch thereto.

At the passage of the act of 1864, it is quite likely that Congress knew but little about the relative situation of Portland, or whether the construction of the branch road to this point involved the crossing of the Willamette River or not. But as time passed, Portland grew in importance. The observation of the company, derived from those engaged in the survey and construction of the western end of its road, induced it to obtain from Congress, in 1869, the authority to extend its branch from Portland northward to Puget Sound, and, in 1870, to construct its main line down the Columbia River valley instead of across the Cascade Mountains. This legislation was a practical admission by Congress and the company of the mistake made in the original act concerning the location of the main line of the road, and in effect gave the company the right to construct it to Portland with an extension northward from there to the sound.

To accomplish this, the river must be crossed at or near this point, either by a bridge or a ferry, and this must have been then known to Congress. Under the authority to construct its road to Portland, the right of the company to cross the river by a ferry or a bridge so high above the stream as in no way to interfere with its navigation will be readily conceded.

The power to construct and operate its road to and from Portland is given in express terms; and undoubtedly it may erect a bridge, as a part of said road, that does not interfere with the navigation of the river.

It is admitted that the act incorporating the defendant is a public grant, which is not to have effect beyond what is plainly expressed or clearly implied therein, or contrary to the manifest purpose of it. Any material doubt or ambiguity in its terms or provisions must be resolved against it and in favor of the public. Nothing is to be taken as conceded but what is granted in plain terms, or by clear or necessary implication. *Coolidge vs. Williams*, 4 Mass., 144; *Charles River Bridge vs. Warren Bridge*, 11 Pet., 544, 600; *Perdine vs. U. & D. Canal Co.*, 9 How., 192; *Fertilizing Co. vs. Hyde Park*, 97 U. S., 666; *Burns vs. Multnomah Ry. Co.*, 8 Saw., 553; *Wells, Fargo & Co. vs. O. R. & N. Co.*, 8 Saw., 616; *Cooley, C. L.*, 394.

It is also a well-settled rule that a bridge which in any way or degree interferes with or obstructs the navigation of a navigable water, unless authorized by the proper public authority, is a public nuisance, and may be abated or the building thereof restrained at the suit of any private person who may suffer special damage therefrom. *Angel on W. C.*, sec. 555; *The Wheeling Bridge Case*, 13 How., 564; *Hatch vs. Willamette Iron Bridge Co.*, 7 Saw., 127.

As was said by this court in *Hatch vs. Willamette Iron Bridge Co.*, *supra*. 132: "The power to authorize the erection of a bridge over a navigable water of a State for the convenience of the inhabitants thereof, belongs to the State as a part of its general police power. Congress does not possess this power directly, *ex nomine*, but its control over the navigable waters of the State as a means of commerce gives it a practical veto upon the power of the State in this respect. Therefore no State can authorize or maintain the erection of a bridge over a navigable water which in effect contravenes or conflicts with a law of Congress concerning the navigation of the same. And the fact that such water is wholly within the State is immaterial, if it is accessible from another State or forms a part of a highway between itself and other States."

But this is not to be understood as denying the right of Congress to bridge or authorize the bridging of navigable waters under its constitutional power "to establish post-offices and post-roads," or make war, or provide for the common defense. *Wheeling Bridge Case*, 18 How., 431.

There is no express permission or authority in the charter of the Northern Pacific for bridging a navigable water on the line of its road, and the act of the State goes no further than to consent that the defendant may bridge the river if authorized thereto by Congress. It is said, and the fact is admitted, that it has already constructed a bridge without question across the Missouri River at Bismarck under the authority of its charter. But that is understood to be a high bridge that in no way impairs the navigability of the stream. On the other hand it is claimed that the defendant impliedly admitted the want of authority in this respect in its charter when it obtained from Congress, on February 27, 1873, special permission to construct and maintain a drawbridge across the Saint Louis River between Rice's point, in the State of Minnesota, and Connor's Point, in the State of Wisconsin. (17 Stat., 477.) But in reply it is said that this bridge is not on the main line of the Northern Pacific, and was built by the company for some collateral purpose; and this appears probable from the provisions of the act, one of which is that any railway company may use the bridge under regulations to be prescribed by the Secretary of War.

It is claimed by the defendant that section 5 of the act of 1864 contains authority to build the bridge. But while it does mention "draws" and "bridges as things to be provided in the construction of the road, I think the primary purpose of this section is to lay upon the defendant a rule or standard of conduct in the construction and equipment of its road rather than to confer upon it power to build draw-bridges over navigable waters. At the same time it is not to be denied that the mention of "draws" and "bridges" as things "necessary," or that may be "necessary" in the construction of the defendant's road, and requiring them to be made "in a substantial and workmanlike manner" does imply, in some measure at least, that it was the intention of Congress to authorize it to build "drawbridges" on the line of its road whenever necessary to make it equal in that respect to railways of the first class. And it will not do to say that this provision is satisfied by the erection of substantial bridges across the non-navigable waters, ravines, and gulches on the line of its road, for in such bridges "draws" are not needed or used.

My impression is, and nothing has been shown or suggested to the contrary, that the term "draw," as used in this section, means a contrivance by which a section of a bridge across a navigable water is turned upwards or at right angles to itself and parallel with the direction of the stream, so as to admit of the passage of vessels through the open space that could not otherwise pass the point. The definition in the lexicon is, "That part of a bridge which is made to be drawn up or aside." (Wor. Dic., "Draw.") If this exposition is correct, the term "draw" as used in the act is redundant and without significance, unless the defendant is authorized to, and must if necessary, construct a low bridge across the navigable water, but so as to admit the passage of vessels through it.

What effect is to be given to the word "necessary" in this section, and who is to be the judge of what is "necessary" to the construction and equipment of the road in

the manner therein contemplated may also be a question. For the purpose of entitling the defendant to a patent for the lands coterminous with the completed sections of the road, it is probably enough that it is constructed with such "draws, culverts, and bridges," as the commissioners appointed to examine the same, under section 4 of the act, may deem sufficient.

But the judgment of these commissioners in this respect cannot have the effect to limit or restrain the right of the defendant to construct or provide additional or more costly and convenient draws and bridges or other means of maintaining and operating its road as a first-class one. Whatever, in the judgment of the commissioners, is required to bring the road up to the standard prescribed by section 5 of the act, is "necessary" to be done before the defendant is entitled to the land devoted by Congress to its construction. But in crossing a navigable water on the line of its road the company is not limited to the use of such means only as are absolutely necessary. Within certain limits it may use those which it thinks most convenient. A ferry may be all that is absolutely necessary for the transport of passengers and freight or even trains. But the company may prefer, and the exigencies of its business may require, the more safe and expeditious, though costly, method of a bridge.

As has been said, the power to bridge this river is not given by the act to the defendant in express terms. Neither is the power so given to cross it at all. Therefore, unless it appears by a clear and necessary implication from what is expressly provided, that it was the intention of Congress to authorize it to cross the river by means of a drawbridge, or at all, the attempt to do so is unlawful.

The power "to lay out, locate, construct, furnish, maintain, and enjoy a continuous railroad," from Lake Superior to Portland, "with all the powers, privileges, and immunities necessary" to that end is expressly conferred upon the company.

Portland cannot be reached from Lake Superior or any point on the line between here and there without crossing the Willamette River. The right to cross it is then clearly implied in the express authority to construct a "continuous" line of railway from a point to the eastward of it to a town on its western bank. Argument cannot make this proposition plainer than the mere statement of it. The express power to construct the road cannot be exercised without the implied power of crossing the river in some way.

But by what means may this crossing be effected? Only two methods are known or suggested—a ferry or a bridge.

The former may be sufficient to entitle the company to the land grant, but where the construction of a bridge is practicable, I think, a ferry is considered an inferior method of prolonging a railway across a stream. If the river was not navigable it would be absolutely necessary to bridge it. And, if being navigable, the defendant is not authorized to do so, it must be, not from want of power to build a bridge, but from want of authority in so doing to obstruct or impair the navigability of the stream.

The allegations in the bill concerning the character and location of the bridge and the degree of obstruction it may cause to navigation are very general and indefinite. The most that can be inferred from them is, that the proposed bridge is not a high one, and therefore will at least be some obstruction to navigation.

During the past seventeen years Congress has authorized the construction of draw-bridges on railway lines across the Ohio, Missouri, and Mississippi Rivers; and on June 23, 1874 (18 Stat., 281), it authorized the Oregon and California Railway Company to bridge the Willamette at this point, provided the draw should not be less than 300 feet. See *Hatch vs. Willamette Iron Bridge Company*, 7 Saw., 138.

In endeavoring to ascertain what was the intention of Congress in this matter, account may be taken of its action in similar cases, and when it appears that it has commonly consented to the construction of draw-bridges for the use of railways over important navigable streams, the inference may be more safely and reasonably made that such was its intention in this case.

The act of Congress expressly provides for a first-class continuous road to Portland, to be constructed with all the necessary "draws" and "bridges." This, of itself, implies that the defendant may cross whatever waters are on the line of its road by the means usual in such cases, and particularly by those especially mentioned—draw-bridges. And when we see from the express action of Congress in other similar cases that draw-bridges are commonly used with its consent, the implication is much strengthened that such was the intention in this case.

In the *Union Pacific Railway Company vs. Hall*, 91 U. S., 343, it was held that the bridge across the Missouri River between Omaha in Nebraska and Council Bluffs in Iowa is a part of the line of the Union Pacific Railway, and that the company was therefore authorized to construct it under section 14 of the act of July 1, 1862 (12 Stat., 489), which simply provided for the construction of a line of railway by that company, "from a point on the western boundary of the State of Iowa" to the 100th meridian west of Greenwich. The company claimed that the bridge was built under section 9 of the amendatory act of July 2, 1864 (13 Stat., 360), which expressly author-

ized it to bridge the river, provided the same should "be constructed with suitable and proper draws for the passage of steamboats" and should "be built, kept, and maintained at the expense of the company in such manner as not to impair the usefulness of said river for navigation to any greater extent than such structures of the most improved character necessarily do," and was therefore not a part of its road and need not be operated as such.

In delivering the opinion of the court Mr. Justice Strong said: "From that act [July 1, 1862] alone we have deduced the conclusion that the company was authorized and required to build their railway to the Iowa shore. That authority included within itself power to build a bridge over the Missouri. No express grant to bridge the river was needed. Whatever bridges were necessary on their line were as fully authorized as the line itself; and the company were as much empowered to build one across the Missouri as they were across the Platte or any other river intersecting the line of their road."

The demurrer to the bill only raises the question of the authority of the defendant to build a draw-bridge at this point that will in some measure impair the navigability of the river. My deliberate conclusion is, though not reached without hesitation, that the act of Congress authorized the construction of such a bridge. And this conclusion is directly supported by the authority of *Union Pacific vs. Hall, supra*. For although, as suggested by counsel for the plaintiff, the question in that case arose in a proceeding to compel the company to operate its road and bridge as a continuous line of railway for the benefit of the public, still the question of its power under an act similar to the charter of the Northern Pacific, to bridge a navigable water in the line of its road, was squarely presented to the court and unqualifiedly decided in the affirmative. See also *People vs. S. & R. Ky. Co.*, 15 Wend., 129.

But the plaintiff also maintains that admitting the defendant once had the right to bridge the river, it has lost it by the failure to keep the condition upon which the grant to it was made, namely, the completion of the road by July 4, 1878.

The argument is, that the defendant in the construction of this bridge and the appropriation of the space over the river therefor is attempting to exercise the right of eminent domain after the practical expiration of its charter, and therefore without authority of law. But admitting this, the defendant is not attempting to take the plaintiff's property for any purpose; and the river way is a public easement which the defendant may be authorized by the legislature to cross with a bridge without condemnation or compensation. If the defendant, in the exercise of this privilege, negligently or unnecessarily injures or impairs the value of the private property of the plaintiff he may have his action on that account for damages. *Transportation Co. v. Chicago*, 99 U. S., 639; *Pumpelly v. Green Bay Co.*, 13 Wall, 174; *Cooley C. L.*, 541.

And this is really the complaint of the plaintiff, that in consequence of the erection of this bridge his river property immediately above it will be impaired in value, and not that the defendant is attempting or intending to take or condemn his property to its use.

But waiving this question, it must be admitted that if the defendant has forfeited its right to further construct its road by reason of its failure to complete it within the time allotted, then it has no right to obstruct a public easement, as the navigation of this river, by the construction of a bridge thereover, and if it attempts to do so to the special injury of the plaintiff it may be restrained.

But the defendant did not lose its corporate existence by the failure to complete its road within the allotted time, either as to the whole of it or the part not so completed, and the numerous authorities cited in support of the affirmative of the proposition are not in point. It is not necessary to notice them all. Two of them—in the matter of the *B. W. & N. R. Co.*, 72 N. Y., 248, and *Brooklyn S. T. Co. vs. Brooklyn*, 78 N. Y., 527—are among the leading ones. In these it was held that a corporation organized under a special act to construct a railway with a special provision that unless the road or some portion of it was completed within a specified time, the corporate existence and powers should cease or be deemed at an end, could not exercise the right of eminent domain after a failure to comply with the act in respect to the time required.

But the case at bar is very different from these. The charter of the defendant in no way limits its existence to the time allotted for the completion of the road, or provides that any of its powers or privileges shall be forfeited or circumscribed in case it fails to complete it within that time. Section 8 of the act of 1864, upon which the plaintiff rests this branch of his argument, is simply a condition subsequent, to the effect that the corporation will complete the road by a certain time. Nothing is better established than that a failure to keep such a condition does not forfeit the corporate existence or privileges, and that no one can take advantage of it or complain of it, except the government making the grant and imposing the condition. *Schulenberg vs. Haneman*, 21 Wall., 62; *Southern P. Ry. Co. vs. Orton*, 6 Saw., 179; *Natoma W. & M. Co. vs. Clarken*, 14 Cal., 552; *Cowell vs. Spring*, 101 U. S., 60.

And this doctrine is recognized and well stated with its limitations by Earl, J. in the very case cited by plaintiff from 78 N. Y., p. 529. The learned judge says:

"The general principle is not disputed that a corporation, by omitting to perform a duty imposed by its charter, or to comply with its provisions, does not, *ipso facto*, lose its corporate character or cease to be a corporation, but simply exposes itself to the hazard of being deprived of its corporate character and franchises by the judgment of the court in an action instituted for that purpose by the attorney-general in behalf of the people; but it cannot be denied that the legislature has the power to provide that a corporation may lose its corporate existence without the intervention of the courts by any omission of duty or violation of its charter, or default as to limitations imposed, and whether the legislature has intended so to provide in any case depends upon the construction of the language used."

But the condition imposed upon the defendant by section 8 of the act is even modified by the provisions in section 9, from which it plainly appears that so far from Congress intending that the powers of the corporation should cease or become forfeit in any particular, by reason of its failure or inability to keep any of the conditions imposed by said section 8, expressly reserved to itself the right in case of such failure for the period of one year to "do any and all acts and things which may be needful and necessary to insure a speedy completion of the said road."

In this way Congress undertook to secure the completion of this great national work in any event, and so plainly declared in advance what might otherwise have been left to inference and argument from analogous cases, that it reserved to itself the right to deal with the defendant for any failure to comply with the conditions of the grant, and to excuse or enforce the same as it might, under all the circumstances, deem just to the defendant and best for the public good. Indeed, in view of the magnitude and hazard of the undertaking, it was expressly provided that even Congress should not take advantage of a failure to perform any of the conditions for any period less than a year. And even the land set apart by Congress to aid in the construction of the road was not left liable to revert to the public domain or be otherwise disposed of by Congress for the failure of the company to construct or complete the work as required by the act, but, as was said in *United States vs. Childers*, 8 Saw., 174, it was *devoted* to the construction of the road in any event, and it is the duty of Congress to see that it is so applied. See also on this point *Southern Pacific Railway Company vs. Orton*, 6 Saw., 178.

And this position is fortified by the fact that when Congress intended that the corporate existence of the defendant should be forfeited or affected by its failure to keep a condition imposed upon it, it has expressly said so; as in section 19, where it is provided that unless two millions of the stock is subscribed and 10 per centum paid thereon within two years from the passage of the act "it shall be null and void."

The demurrer to the bill must be sustained, as the defendant has at least a right to build a draw-bridge across the river on the line of its road to Portland from the eastward or the Sound.

But it is to be regretted that the legislative authority has not gone farther and provided more particularly and definitely for the site and character of the proposed bridge. As it is, these matters within certain limits must either be determined by the company or the courts—by the former in the first instance, and the latter ultimately. For it is not to be presumed for a moment that Congress or the State, in consenting to the erection of a draw-bridge at this point, intended to remit the whole matter to the judgment or convenience of the defendant, and permit it to thereby obstruct or impair the navigation of the river at its pleasure. On the contrary, it will be presumed until the contrary is declared, that Congress intended, as provided in the act aforesaid concerning the bridge at Omaha, that the defendant should locate and construct its bridge "in such manner as not to impair the usefulness of said river for navigation to any greater extent than such structures of the most approved character necessarily do."

A bridge across the river immediately in front of the city would be a serious obstruction to the usefulness of the river, as compared with one a mile or more above or below, and the latter even more so than the former. So a wagou-road bridge, intended as an ordinary thoroughfare between the two sides of the river, and in which the draw is usually closed, would cause much more obstruction to navigation than a railway bridge, in which the draw is only occasionally closed. Until Congress provides some specific directions in the matter, the courts must determine, if the question is made, how far the defendant may impair the usefulness of the river in the construction and operation of the bridge. In determining what is a reasonable use of the river, in this respect, reference may be had to the general legislation of Congress, providing in detail what bridges railway companies may construct across navigable streams, and how far the convenience of the water travel and transportation may be impaired for the benefit of that on land. The bridge which Congress has impliedly authorized the defendant to build across the Willamette may be presumed to be equal in these respects to those which it has expressly provided for under similar circumstances.

As has been stated, the bill is indefinite as to the location of the bridge and substan-

tially silent as to its character. But the general facts as to both are well understood in this community, and may even be taken notice of by the court. A detailed description of the structure and location is given in the annual report of the secretary of the board of trade, published in the Daily Oregonian of September 25, 1883.

The location of the bridge is opposite Albina and over a mile north of Stark street ferry—the western end is 200 feet to the north of the intersection of Front and Sixteenth streets, and the eastern end 32 feet south of the end of the Northern Pacific Terminal Company's dock. The length of the bridge between the end piers is 1,186 feet. It consists of three fixed spans of 264 feet each in length, and a draw span, which is the third from the western shore, of 394 feet in length. These spans are of iron and steel, with a double-track railway thereon, and rest on six stone piers. The draw will be worked by steam, and when open will allow a clear channel for the passage of vessels of 174 feet in width on either side of the pier, with a depth of 25 feet therein at extreme low water. The structure will be 11.6 feet in the clear above extreme high water, or about 38 feet above extreme low water.

In general, and particularly in the width and operation of the draw, this plan compares favorably with the bridges elsewhere allowed by Congress, and is more favorable to the passage of vessels than the bridge authorized at this point by the act of June 23, 1874.

The demurrer is sustained, and the bill dismissed.

APPENDIX 6

DEPARTMENT CIRCULARS AND ORDERS.

RATES OF PAY FOR COMMUNICATIONS BY TELEGRAPH.

POST-OFFICE DEPARTMENT,
Washington, D. C., June 14, 1883.

Whereas, by the act of Congress approved July 24, A. D. 1866, entitled "An act to aid in the construction of telegraph lines, and to secure to the Government the use of the same for postal, military, and other purposes," in section second, it is enacted that telegraphic communications between the several Departments of the Government of the United States and their officers and agents shall, in their transmission over the lines of said companies, have priority over all other business, and shall be sent at rates to be annually fixed by the Postmaster-General;

Now, therefore, in pursuance and by virtue of the authority on me by said act conferred, I, Frank Hatton, Acting Postmaster-General of the United States, do hereby fix the rates at which the telegraphic communications aforesaid shall be sent for the year commencing July 1, A. D. 1883, as follows, namely:

The rate for all telegraphic communications sent otherwise than over circuits established by the Chief Signal Officer of the Army for the transmission of enciphered weather reports, shall be as follows, viz:

One cent per word for each circuit through which it shall be transmitted, said rate to be computed subject to the following conditions, viz:

A distance of 500 miles, as computed by the topographer of the Post-Office Department, shall be deemed a circuit, and the shortest practicable route of the company transmitting the message shall in all cases be the basis of computation.

If, in computing circuits, there shall be found one or more circuits and a fraction of a circuit, such fraction shall be deemed a circuit.

If a communication shall be sent a distance less than 500 miles, that distance shall be deemed a circuit.

All words of the communication transmitted are to be counted excepting the date, and place at which such communication is filed.

All messages of less than twenty-five words, address and signature included, shall be rated as containing twenty-five words, and all messages exceeding twenty-five words shall be rated by the exact number of words they contain, address and signature included.

Each company will be allowed to charge for messages received from another line at the same rate as if received from the Government direct for transmission over its own line.

Companies forwarding messages to another line will be entitled to compensation at established rates to the terminus of their lines, at the same rates as if for messages transmitted exclusively over their own lines.

The rate for all telegraphic communications in cipher known as the Signal Service weather reports shall not exceed six cents for each word of said report for each circuit over which they may pass, in accordance with the schedule of circuits and plans of the Chief Signal Officer of the Army, which are now or may hereafter be adopted by him for transmitting these reports. The amount thus estimated to be taken in full payment for said reports; no additional allowance to be made for drops or office messages.

If at any time, from competition or other cause, telegraph rates should be reduced so that a message of ten words may be sent for the public at a less rate than that above mentioned for a twenty-five-word message, then, and in that case, this order shall be changed to meet such lower public rate; it being intended by this proviso that in so case shall the Government be compelled to pay more for a twenty-five-word message, including address and signature, than the public is required to pay for a ten-word message, exclusive of such address and signature.

Special rates have been filed by the American Rapid Telegraph Company for telegrams between certain points, as follows, viz: Fifteen cents for twenty words, and

five cents for each additional ten words or less, addresses and signatures excluded, between the following points:

Washington, D. C.; Baltimore and Conowingo, Md.; Springfield, Boston, Brighton, Great Barrington, Marlboro', North Attleboro', Waltham, and Worcester, Mass.; New York, Albany, Batavia, Amsterdam, Buffalo, Hudson, Jamestown, Little Falls, Lyons, Port Chester, Rochester, Rome, Salamanca, Schenectady, Syracuse, Troy, Utica, and Brooklyn, N. Y.; Newark, Paterson, Trenton, and Caldwell, N. J.; Philadelphia, Bedford, Bradford, Carlisle, Fannettsburgh, Franklin, Greensburgh, Harrisburgh, Lancaster, Mercer, Newburgh, New Castle, Oil City, Pittsburgh, Titusville, Zelienople, Warren, West Chester, York, Shrewsbury, and East Liberty Stock Yards, Pa.; Pawtucket and Providence, R. I.; Hartford Willimantic, Bridgeport, New Haven, and Meriden, Conn.

Telegrams sent by all other companies between these points must be at these reduced rates.

All officers of the United States Government should indorse upon official messages transmitted by them the words "Official Business," and should report to the Postmaster-General any charges in excess of the above rates.

FRANK HATTON,
Acting Postmaster-General.

TELEGRAPH COMPANIES SUBJECT TO THE PROVISIONS OF THIS ORDER.

The following is a list of telegraph companies that have filed acceptance of the provisions of the act of July 24, 1866, up to the 14th day of June, 1883:

1. The American Submarine Telegraph Company of New York, N. Y. Received and filed July 24, 1866.
2. The National Telegraph Company of New York, N. Y. Received and filed July 30, 1866.
3. The Globe Insulated Lines Telegraph Company of New York. Received and filed July 31, 1866.
4. International Telegraph Company of Portland, Me. Received and filed October 6, 1866.
5. The Atlantic and Pacific Telegraph Company of New York, N. Y. Received and filed March 19, 1867.
6. The Franco-American Land and Ocean Telegraph Company of New York, N. Y. Received and filed April 6, 1867.
7. The Globe Telegraph Company of New York. Received and filed May 30, 1867.
8. Mississippi Valley National Telegraph Company of Saint Louis, Mo. Received and filed June 4, 1867.
9. Western Union Telegraph Company of New York. Received and filed June 8, 1867.
10. Northwestern Telegraph Company of Kenosha, Wis. Received and filed July 30, 1867.
11. Great Western Telegraph Company of New York. Received and filed January 17, 1868.
12. The Franklin Telegraph Company of Boston, Mass. Received and filed April 4, 1868.
13. The Insulated Lines Telegraph Company of Boston, Mass. Received and filed April 13, 1868.
14. Pacific and Atlantic Telegraph Company of Pittsburgh, Pa. Received and filed July 22, 1868.
15. The Atlantic and Pacific States Telegraph Company of Sacramento, Cal. Received and filed September 7, 1868.
16. The Eastern Telegraph Company of Philadelphia, Pa. Received and filed October 5, 1868.
17. The Delaware River Telegraph Company, Philadelphia, Pa. Received and filed October 23, 1868.
18. Cape May and Shore Telegraph Company, New York City. Received and filed April 2, 1869.
19. Peninsula Telegraph Company, New York City. Received and filed May 9, 1869.
20. Ocean Telegraph Company of Boston, Mass. Received and filed July 15, 1869.
21. The American Cable Company of New York. Received and filed April 15, 1870.
22. Southern and Atlantic Telegraph Company of Philadelphia, Pa. Received and filed July 22, 1870.
23. International Ocean Telegraph Company, New York City. Received and filed January 20, 1871.
24. Missouri River Telegraph Company of Sioux City, Iowa. Received and filed May 3, 1871.

25. The Marine and Inland Telegraph Company of New Jersey, 715 Locust street, Philadelphia. Received and filed November 27, 1872.
26. Atlantic and Pacific Telegraph Company of Missouri. Executive Office 145 Broadway, New York City. Received and filed May 8, 1877.
27. New Jersey and New England Telegraph Company. Received and filed November 21, 1878. Address A. L. Worthington, No. 10 Green street, Trenton, N. J.
28. The American Rapid Telegraph Company, 41 Wall street, New York. Received and filed April 12, 1879. Special rates received and filed April 1, 1881.
29. Central Union Telegraph Company, 145 Broadway, New York. Received and filed May 9, 1879.
30. New York Land and Ocean Telegraph Company. Received and filed May 10, 1879.
31. Deseret Telegraph Company, Salt Lake City, Utah. Received and filed May 19, 1879.
32. American Union Telegraph Company of New York, 145 Broadway, New York. Received and filed June 28, 1879.
33. The American Union Telegraph Company of Missouri, Charles S. Greeley, president, Saint Louis, Mo. Received and filed July 9, 1879.
34. Wabash Railway Company, Cyrus W. Field, president, New York. Received and filed July 11, 1879.
35. The American Union Telegraph Company of New Jersey, D. H. Bates, president, Jersey City, N. J. Received and filed July 17, 1879.
36. The Baltimore and Ohio Railroad Company of Maryland, John W. Garrett, president, Baltimore, Md. Received and filed July 18, 1879.
37. The American Union Telegraph Company of Baltimore City, Md. Received and filed July 31, 1879.
38. The Deer Lodge Telegraph Company of Butte City, Mont. Received and filed August 30, 1879.
39. The American Union Telegraph Company of Pennsylvania, D. H. Bates, president, Philadelphia. Received and filed September 4, 1879.
40. The American Union Telegraph Company of Indiana, La Fayette, Ind. Received and filed September 12, 1879.
41. The Cheyenne and Black Hills Telegraph Company, W. H. Hibbard, superintendent, Cheyenne, Wyo. Received and filed November 7, 1879.
42. The American Union Telegraph Company of Ohio, Frank B. Swayne, president, Toledo, Ohio. Received and filed November 8, 1879.
43. The American Union Telegraph Company of Louisiana, Ed. Leloup, secretary, New Orleans, La. Received and filed March 1, 1880.
44. Baltimore and Ohio Telegraph Company of Ohio, George Hoadley, president, Cincinnati, Ohio. Received and filed September 3, 1880.
45. The Wabash, Saint Louis and Pacific Railway Company of Saint Louis, Mo., Solon Humphreys, president, No. 80 Broadway, New York, N. Y. Received and filed September 13, 1880.
46. Baltimore and Ohio Telegraph Company of Illinois, C. H. Hudson, president, No. 81 South Clark street, Chicago, Ill. Received and filed September 23, 1880.
47. Frontier Telegraph Company of Texas, G. O. Appleby, president, Lampasas, Tex. Received and filed October 25, 1880.
48. Bankers and Merchants' Telegraph Company of New Jersey, J. Heron Coosman, president, No. 58 Broadway, New York, N. Y. Received and filed April 21, 1881.
49. Bankers and Merchants' Telegraph Company of New York, William W. Maris, president, No. 58 Broadway, New York, N. Y. Received and filed June 8, 1881.
50. Mutual Union Telegraph Company of Illinois, Carroll Sprigg, secretary, Chicago, Ill. Received and filed October 24, 1881.
51. Mutual Union Telegraph Company of Missouri, Carroll Sprigg, secretary, Chicago, Ill. Received and filed November 14, 1881.
52. New Jersey Mutual Telegraph Company, John H. Walker, secretary, Newark, N. J. Received and filed November 17, 1881.
53. Bankers and Merchants' Telegraph Company, William W. Maris, president, 58 Broadway, New York. Received and filed December 8, 1881.
54. The Baltimore and Ohio Telegraph Company, Welty McCulloch, secretary, Pittsburgh, Pa. Received and filed March 6, 1882.
55. East Tennessee Telephone Company, D. J. Carson, secretary, New York. Received and filed May 31, 1882.
56. Southern Telegraph Company, James F. Cox, president, 48 Exchange Place, New York. Received and filed August 4, 1882.
57. Postal Telegraph Company, A. W. Beard, president, 2 Wall street, New York. Received and filed August 31, 1882.
58. Bankers and Merchants' Telegraph Company of Baltimore City, J. G. Case, secretary, 58 Broadway, New York. Received and filed December 14, 1882.

59. Mutual Union Telegraph Company of New York, John G. Moore, president. Received and filed March 5, 1883.

60. The Baltimore and Ohio Telegraph Company in Pennsylvania, J. B. Washington, secretary, Pittsburgh, Pa. Received and filed March 17, 1883.

[Circular. 1883. Department No. 83. Secretary's Office.]

TRANSPORTATION SERVICES PERFORMED BY PACIFIC RAILROAD COMPANIES.

TREASURY DEPARTMENT,
Washington, D. C., June 27, 1883.

The following decision of the First Comptroller of the Treasury, in relation to withholding payments from the Pacific railroad companies for transportation services performed for the Government, is published for the information and guidance of all concerned:

TREASURY DEPARTMENT,
FIRST COMPTROLLER'S OFFICE,
May 24, 1883.

The question in this case, briefly stated, is this: Is the Utah and Northern Railway Company, which never received any land grant or subsidy in Government bonds, but which is "controlled," and a majority of the stock in which is owned through trustees, by the Union Pacific Railroad Company—a land-grant and bond-subsidized road—entitled to be paid compensation for carrying the mails?

The question is important not only as it relates to compensation for mail service on the Utah and Northern Railway, but as, in principle, it affects compensation for all other service for the United States on this road and on other lines of unsubsidized non-land-grant roads owned, leased, or controlled by the subsidized land-grant railway companies. The real question to be determined does not seem to be one of great difficulty, in view of decisions already made by the Supreme Court.

The Union Pacific Railway Company is a land-grant subsidized corporation under the act of July 1, 1862 (12 Stat., 489), and the act of July 2, 1864 (13 Stat., 356). Under these acts it became and is liable to pay at maturity the subsidy bonds issued to it by the United States, and it was, under the act of 1864, entitled to receive only one-half the compensation for services rendered by it to the United States. The subsidy bonds have not yet matured, and the Supreme Court has decided that, under the acts mentioned, the company is not bound to pay the interest thereon until the maturity of the bonds, except as payment may be made from such compensation for services to the United States, and by five per centum of the net earnings of the road to be so annually applied. (*United States vs. Union Pacific Railroad Company*, 91 U. S., 72.) It has been determined by the Supreme Court, under the acts mentioned, that the United States has a lien to secure the payment of the subsidy bonds only on so much of the line of any road therein mentioned as was aided by subsidy bonds; that only five per cent. of the annual net earnings on *the road so aided* is to be paid to the United States; and that the Government is entitled to retain one-half of the compensation for services rendered to the United States by such company only on that part of the road so aided, and not on a part of the road *owned by such company* but not so aided. (*United States vs. Kansas Pacific Railway Company*, 99 U. S., 455; *United States vs. Denver Pacific Railway Company*, 99 U. S., 460; s. c., 12 C. Cls., 237; s. c., 13 C. Cls., 382.)

Thus in the *Denver Pacific Railway Company* case (99 U. S., 462), the court said that the right of the United States to retain compensation for services rendered by such company did not exist, because said company "received no such [subsidy] bonds, * * * and that neither the company nor its railroad property is liable in any way for the payment of any debt incurred for such bonds," although such company became, and was made, by law "entitled to all the benefits and * * * subject to all the conditions and restrictions of" the act of July 2, 1864, except as to subsidy bonds. These cases were decided upon the acts of 1862 and 1864, above cited, and rest in part on expressions found in said acts which show that Congress, in giving to the United States a lien, had in view only the roads aided by subsidy bonds; and that in giving the United States a right to five per cent. of net earnings, and to retain one-half the compensation for services to the United States, reference was had only to earnings and services on the *aided roads*. These were the roads as to which Congress was legislating, to which land and bonds were given, and from which alone earnings were to be paid and compensation retained. And, on general principles, the rights reserved to the United States by these acts apply only to the companies created or recognized by these acts and to roads authorized and aided thereby. This results, by analogy, from the principle that "a statute referring to or affecting persons, places, or things

is [generally] limited in its operations to persons, places, or things as they existed [or were provided for] at the time the statute was passed." (United States *vs.* Paul, 6 Peters, 141; Kendall *vs.* United States, 12 Peters, 525; Mobile *vs.* Esclava, 16 Peters, 234; Mobile *vs.* Hallet, *Id.*, 261; Hall *vs.* The State, 20 Ohio, 13; Union Pacific Railway Company *vs.* United States, 16 C. Cls., 358.) If the rights of the United States as to compensation for the mail service now in question were to be decided on the acts and decisions referred to, it is clear that the claimant must be paid. For, certainly, if as decided by the Supreme Court, the United States is not entitled to payment of five per cent. of the net earnings made on a non-land-grant, non-subsidized road "*owned*" by a land-grant-subsidized railway company, and is not entitled to retain one-half or any part of the compensation for services to the United States on such unsubsidized road, the United States cannot retain such compensation earned by an independent railway company on a road merely "*controlled*," as in this case, by a subsidized company. The greater includes the less, *omne majus continet in se minus*. (Broom's Legal Max., 174.)

The Supreme Court has thus settled *principles* which deny the right of the United States to retain the compensation now in question, unless such right has been given by some act not passed on by the court. There are three acts not so passed on, to wit: The act of March 3, 1873 (17 Stat., 508, sec. 5260 and 5261 of the Revised Statutes); the act of May 6, 1878 (20 Stat., 56); and the act of March 3, 1879 (20 Stat., 420).

The act of March 3, 1873, as carried into section 5260 of the Revised Statutes, directs the Secretary of the Treasury "to withhold all payments to any railroad company and its assigns, on account of freights or transportation over their respective roads of any kind, to the amount of payments made by the United States for interest upon bonds of the United States issued to any such company, and which shall not have been reimbursed, together with the five per centum of net earnings due and unapplied, as provided by law.

The United States has, according to the records in the Bureau of the Commissioner of Railroads (act June 19, 1878, 20 Stat., 169; act March 3, 1881, 21 Stat., 414), made payments for interest upon the subsidy bonds of the United States, issued to the Union Pacific Railroad Company (now the Union Pacific Railway Company), and which have not been reimbursed to a large amount.* It is clear that this section gives no right to withhold the compensation in question, or any compensation from the Utah and Northern Railway Company. This section only authorizes payments to be withheld from "any railroad company and its assigns * * * to the amount of payments made by the United States for interest upon subsidy bonds of the United States issued to any such company." The right to withhold payment is thus expressly limited to companies which received subsidy bonds, and the Utah and Northern Railway Company received none. But the right to withhold compensation does not depend upon a limitation; it can only exist by an express or clearly implied grant of authority. When compensation is earned, it should, in justice, reason, and law, be paid, unless there be clear authority of law to withhold it. And Congress never has, and under the Constitution never can, take away without the consent of the claimant the right to payment of compensation lawfully earned, except in those cases in which the right to do so has for some legitimate purpose been *previously* reserved, or unless previous authority has been reserved to provide by law for such withholding. (Sinking-fund cases, 99 U. S., 700; Union Pacific Railroad Company *vs.* United States, 104 U. S., 662; Chicago, Milwaukee, and Saint Paul Railway Company *vs.* The United States, *Id.*, 687.)

And in addition to this, section 5260 directs the Secretary "to withhold all payments" from "any such [subsidized] company * * * as provided by law." The "law" referred to is found in the acts of 1862 and 1864. The only change made by section 5260 consists in directing the Secretary to withhold "*all*" compensation instead of *one-half* as fixed by the act of 1864, but in all other respects the acts of 1862 and 1864 control the rights of the United States. Thus the decisions of the Supreme Court apply as well to this section (5260) as to said acts, except as to the change from *one-half* to *all* of the compensation. The fact that the Union Pacific Railway Company owns a majority of the shares of stock in, and thus "*controls*," the Utah and Northern Railway Company, cannot affect the result stated. The rights of a corporation are not determined by the question, what natural or corporate persons are its stockholders, unless some law has so declared. No statute has said, in terms or by any fair inference, that the Secretary of the Treasury may retain compensation for services rendered by a company "*controlled*" by a bond-subsidized company, or even on a non-subsidized road leased or owned by such company. Such subsidized company may sell its stock in another company so controlled and buy it back again, as interest or policy may require, at irregular intervals every month, or sell out its lease on, or ownership of, other roads in the same manner. The statute might have denied to

*See Annual Report of the Commissioner of Railroads for the year ended June 30, 1882, page 10.

such subsidized companies the right to own stock in a non-subsidized or any other company, but it has not. The statute might, in *advance* of such ownership, and as part of the act of *incorporation* of such non-subsidized company, have provided that such ownership should subject the company to a liability to have the compensation for its services to the United States retained to meet liabilities of the corporation having such ownership, but it has not done so. But corporate property and rights created and existing by law cannot be divested by subsequent law. The right of stockholders to buy and sell stock is an incident of property which cannot be divested. And as control, ownership, and leases, may frequently change, it would be difficult, if not impossible, for the United States to follow the changes and assert its rights accordingly. It seems incredible that Congress could have intended any such changing policy and system of accounting, as affecting the right of the United States to withhold compensation. Certainly no statute has given indication of any such intention.

The right of the Union Pacific Railway Company to own stock in the Utah and Northern Railway Company, of course, can only exist by law. Whether such right exists does not now seem material. The former company is estopped from denying its ownership, and if the United States should deny it, it would amount to a denial of the legality of the "control" given by such ownership, and not in any degree impair, if it would not strengthen, the right of the Utah and Northern Railway Company as an independent corporation to payment for its services. It is not probable that the subsidized companies could lease all other railways in the United States, yet the possibility of such an event may be a *test* of what was intended by Congress on the subject now under consideration. And it is utterly incredible that Congress intended that the law should give authority to withhold payment for all services to the United States on all the roads that might be so controlled, leased, or owned.

If it be urged that the subsidized companies may build or control rival roads to the prejudice of business on the subsidized lines, and so impair the security of the United States, it is a sufficient answer to say that it is not probable that a company will destroy its own business; and if a policy of this sort should be attempted, whatever power to control it has been reserved to Congress can then be exercised; and anticipated improbable danger cannot change the effect of statutes as they are found to exist.

The act of May 6, 1878 (20 Stat., 56), known as the "Thurman act," contains a preamble which recites the *bond-subsidized companies* by name, and then, in section 1, declares what shall be net earnings provided for in the acts of 1862 and 1864, and amends the latter act in respect of what shall be deemed net earnings. It then provides:

"SEC. 2. That the whole amount of compensation which may, from time to time, be due to *said several railroad companies* respectively for services rendered for the Government shall be retained by the United States, one-half thereof to be presently applied to the liquidation of the interest paid and to be paid by the United States upon the bonds so issued by it as aforesaid, to each of said corporations severally, and the other half thereof to be turned into the sinking-fund hereinafter provided, for the uses therein mentioned."

The "several railroad companies" mentioned in this section are most clearly the subsidized companies mentioned in the preamble. They alone are the companies to which the act applies. The prior provisions of the act relate exclusively to such companies, and this section is to be construed by its own terms, and on the maxim *noscitur a sociis*. The Court of Claims, in *Union Pacific Railway Company vs. United States* (16 C. Cls., 353), and in *Central Branch Union Pacific Railway Company vs. United States* (*Id.*, 361), held that compensation should be paid to a subsidized company for services on a part of its road *owned* but not aided by subsidy bonds, and for services on a *leased* line; and this was regarded as so clearly correct that no appeal from it was taken by the Attorney-General.

The act of March 3, 1879 (20 Stat., 420), provides:

"That for the proper adjustment of the accounts of the Union Pacific, Central Pacific, Kansas Pacific, Western Pacific, and Sioux City and Pacific Railroad companies respectively, for services which have been or may be hereafter performed for the Government for transportation of the Army and transportation of the mails, the Secretary of the Treasury is hereby authorized to make such entries upon the books of the Department as will carry to the credit of said companies, the amounts so earned or to be earned by them during each fiscal year and withheld under the provisions of section fifty-two hundred and sixty of the Revised Statutes and of the act of Congress approved May seventh, eighteen hundred and seventy-eight: *Provided*, That this shall not authorize the expenditure of any money from the Treasury nor change the method now provided by law for the auditing of such claims against the Government: *Provided further*, That this paragraph shall not be so construed as to be a disposition of any moneys due or to become due to or from said companies respectively, or to, in any way, affect their rights or duties or the rights of the United States, under existing laws, it being only intended hereby to enable the proper accounting officers to state

on the books of the Treasury the accounts between the Government and said companies respectively."

This clearly applies only to the subsidized companies named therein. It cannot, by any construction, be applied to the Utah and Northern Railway Company. It expressly refers to compensation "withheld under the provisions of section 5260 of the Revised Statutes and the act of Congress approved May 7, 1878." It thus adopts these prior statutes and the construction already placed upon them. It is a legislative construction of all the prior acts, and treats them as only applying to roads aided by subsidy bonds.

Some of the acts mentioned impose duties on, or give authority to, the Secretary of the Treasury to withhold payments, and to make entries upon the books of the Department to carry to the credit of railway companies amounts earned and withheld. But these do not, nor does any other act, repeal any law giving authority to accounting officers in relation to accounts for services of railway companies. This is clear upon the principle that repeals by implication are not favored. (*McCool vs. Smith*, 1 Black, 459; *Taylor vs. United States*, 104 U. S., 216.)

It is not intended to decide any question beyond that presented by the facts of this case.

The claimant is entitled to payment. The Auditor of the Treasury for the Post-Office Department erred in refusing to certify a balance as due and payable to the claimant.

It is accordingly ordered, adjudged, and considered that the action of said Auditor is affirmed, so far as said Auditor found to be due the claimant the sum of \$2,016.18; and his action in certifying the same to the Register of the Treasury, under the act of March 3, 1879, is reversed.

And it is ordered, adjudged, and certified that there is due the claimant from the United States said sum of \$2,016.18, for which sum said Auditor is directed to certify a balance due, to be paid by the proper warrant of the Postmaster-General in pursuance of law.

WILLIAM LAWRENCE,
First Comptroller.

In accordance with the above decision, the provisions of circular No. 168 of 1879 and circular No. 55 of 1880 are modified so as to permit payments to be made for transportation services performed for any Department of the Government over such portions of the several Pacific railroads as have not been built by the aid of Government bonds; and no payments shall be withheld from either of said railroads, except for services performed for the Government over the subsidized or aided portions thereof.

Whenever practicable and more economical to do so, it is desirable that shipments of Government freight be made over railroads which have received aid in bonds or lands from the United States; and to that end all officers shipping such freight should specify the particular route by which the same is to be transported.

To insure uniformity in the settlement of accounts for services so rendered, the following table, compiled from the published report of the United States Commissioner of Railroads, showing the number of miles of each Pacific railroad which has been aided by the issue of United States bonds, is published for the guidance of the accounting officers:

	Miles.
Union Pacific Railway Company:	
Council Bluffs, Iowa, to Ogden, Utah (main line)	1,033. 3480
Kansas City, Mo., to 394th mile-post (Kansas division)	394
Central Pacific Railroad Company:	
Ogden Station, Utah, to Sacramento, Cal. (main line)	742. 61
Brighton, Cal., to Lathrop, Cal. (Western Pacific)	51. 21
Lathrop, Cal., to Tracy, Cal. (Western Pacific)	11. 09
Tracy, Cal., to Niles, Cal. (Western Pacific)	41. 53
Niles, Cal., to San José, Cal. (Western Pacific)	17. 54
Sioux City and Pacific Railroad Company:	
Sioux City, Iowa, to California Junction, Iowa	69. 75
California Junction, Iowa, to Fremont, Nebr.	32. 02
Central Branch Union Pacific Railroad Company:	
Atchison, Kans., to Waterville, Kans.	100

CHAS. J. FOLGER,
Secretary.

APPENDIX 7.

UNITED STATES TRANSPORTATION ACCOUNT WITH SUBSIDIZED RAILROADS.

Statement of the transportation accounts, and of the accounts between the United States and the Pacific Railroads on account of moneys retained for interest paid on bonds on account of 5 per cent. of net earnings, and on account of sinking-funds, to December 31, 1882.

Names o' companies.	Total trans- portation as per companies' charges.	Less—				Remainder applicable to settlement of interest, 5 per cent., and sinking-funds.	One-half ap- plicable to pay- ment on ac- count of interest.	One-half appli- cable to pay- ment on ac- count of 5 per cent. and sinking funds.
		Amount paid in cash prior to act of 1873, and since.	Amount re- tained prior to act of 1873.	Amount of transportation on unsubsi- dized railroads.	Total.			
Union Pacific *	\$19,722,169 82	\$3,469,814 04	\$3,439,452 55	\$1,397,960 14	\$8,807,226 73	\$11,414,943 09	\$5,707,471 54	\$5,707,471 55
Central Pacific	7,657,282 55	758,639 69	724,308 62	2,152,983 87	3,635,932 18	4,021,350 87	2,010,675 19	2,010,675 18
Central Branch Union Pacific	196,437 00	37,678 79	19,084 66	64,440 36	121,203 81	75,233 19	37,616 59	37,616 60
Sioux City and Pacific	219,651 97	29,055 46	21,625 20	35,197 86	85,878 52	133,773 45	66,886 73	66,886 72
Total	27,795,541 34	4,295,187 98	4,204,471 03	3,650,582 23	12,150,241 24	15,645,300 10	7,822,650 05	7,822,650 05

* Including the Kansas Division, formerly the Kansas Pacific Railway.

APPENDIX 8.

SINKING FUND OF THE UNION AND CENTRAL PACIFIC RAILROAD COMPANIES HELD IN THE TREASURY OF THE UNITED STATES FROM JULY 1, 1882, TO JUNE 30, 1883.

UNION PACIFIC.

RAILROAD ACCO TS.

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When covered into the Treasury.	Interest on sinking-fund bonds.		Amounts.	United States bonds invested in—	Date of purchase.	Principal.	Premium paid.		Total amount paid.
	Amount of bonds.	Amount of interest.					Rate.	Premium.	
Amount brought from statement on page 210, Report for 1882		\$65,338 44	\$1,181,607 42			\$650,100 00	Pr. ct.	\$124,065 43	\$774,165 43
July 28, 1882			7,619 41						
September 22, 1882			8,189 17						
September 23, 1882			10,830 00						
September 26, 1882	\$361,300 00	10,830 00	326 50						
September 26, 1882	32,650 00	326 50	2,243 94						
September 26, 1882	256,450 00	2,243 94	39,443 28						
October 27, 1882			68,397 54						
November 25, 1882			193,643 08						
December 23, 1882			11,205 97						
December 26, 1882			1,326 50						
December 26, 1882	32,650 00	326 50	1,923 37						
December 26, 1882	256,450 00	1,923 37	4,873 48						
January 27, 1883			28,433 64						
February 21, 1883			10,830 00						
February 28, 1883	361,000 00	10,830 00	326 50						
February 28, 1883	32,650 00	326 50	1,923 37						
February 28, 1883	256,450 00	1,923 37	11,299 00						
March 27, 1883			17,206 80						
April 25, 1883			14,352 63						
May 25, 1883			19,834 40						
May 26, 1883			326 50						
May 26, 1883	32,650 00	326 50	1,923 37						
May 26, 1883	256,450 00	1,923 37	983 42						
June 26, 1883			1,682,697 59	Balance uninvested		650,100 00		124,065 43	858,532 16
		96,318 49							1,682,697 59

Sinking fund of the Union and Central Pacific Railroad Companies, &c.—Continued.

CENTRAL PACIFIC.

When covered into the Treasury.	Interest on sinking-fund bonds.		Amounts.	United States bonds invested in—	Date of purchase.	Principal.	Premiums paid.		Total amount paid.
	Amount of bonds.	Amount of interest.					Rate.	Principal.	
Amounts brought from statement on page 216, Report for 1882		\$70,749 08	\$1,534,614 26			\$638,000 00	Pr. ct.	\$168,727 73	\$1,006,727 73
July 28, 1882			85 68						
September 22, 1882			551 31						
September 23, 1882			6,854 25						
September 26, 1882	\$444,000 00	13,320 00	13,320 00						
September 26, 1882	199,100 00	1,991 00	1,991 00						
September 26, 1882	194,900 00	1,705 37	1,705 37						
October 27, 1882			290 01						
November 25, 1882			344 90		Nov. 27, 1882	541,800 00	2	10,896 00	552,696 00
December 23, 1882			1,559,756 78			1,379,800 00		179,563 73	1,559,363 73
December 26, 1882			220,074 46						
December 26, 1882			160,290 98						
December 26, 1882			79,149 91						
December 26, 1882	199,100 00	1,991 00	1,991 00						
December 26, 1882	194,900 00	1,461 75	1,461 75						
January 27, 1883			189,259 88						
February 21, 1883			381 94						
February 28, 1883	444,000 00	13,320 00	13,320 00						
February 28, 1883	199,100 00	1,991 00	1,991 00						
February 28, 1883	736,700 00	5,525 25	5,525 25						
March 27, 1883			41,407 62						
April 25, 1883			1,405 80						
May 26, 1883			120,398 50						
May 26, 1883			85 24						
May 26, 1883	199,100 00	1,991 00	1,991 00						
May 26, 1883	736,700 00	5,525 25	5,525 25						
	1,379,800 00	119,670 70	2,404,015 86	Balance uninvested...					844,652 13
						1,379,800 00		179,563 73	2,404,015 86

* Cash payment by the company.

APPENDIX 9.

GOVERNMENT DIRECTORS OF THE UNION PACIFIC RAILWAY COMPANY APPOINTED BY THE PRESIDENT JUNE 3, 1883.

Isaac H. Bromley.....	New Haven, Conn.
George G. Haven.....	New York City, N. Y.
Watson Parrish.....	Oakland, Burt County, Nebraska.
Arthur L. Conger.....	Akron, Ohio.
Colgate Hoyt.....	New York City, N. Y.

APPENDIX 10.

LIST OF RAILROAD COMPANIES INCLUDED IN THE ACT OF CONGRESS APPROVED JUNE 19, 1878, ENTITLED "AN ACT TO CREATE AN AUDITOR OF RAILROAD ACCOUNTS, AND FOR OTHER PURPOSES."

Bonds have been loaned, and lands, right of way, depot grounds, and materials from adjacent lands have been granted by the United States to the following corporations or their predecessors, to aid in the construction of railroads "in whole or part west, north, or south of the Missouri River," namely:

	Miles of railroad constructed and aided as above.
Union Pacific Railway Company:	
Union Pacific.....	1,038. 68
Kansas Pacific.....	393. 9425
	1,432. 6225
Central Pacific Railroad Company:	
Central Pacific.....	737. 50
Western Pacific.....	123. 16
	860. 66
Central Branch Union Pacific Railroad Company.....	100
Sioux City and Pacific Railroad Company.....	101. 77
	2,495. 0525
Total	

NOTES.

The Union Pacific Railway Company is the title of the company formed by the consolidation of the Union Pacific Railroad Company, the Kansas Pacific Railway Company, and the Denver Pacific Railway and Telegraph Company, January 24, 1880, and in the above list is successor of the Union Pacific Railroad and the Kansas Pacific Railway companies only, the Denver Pacific not having received any subsidy bonds.

The title of the Kansas Pacific Railway Company was formerly Union Pacific Railway Company, Eastern Division, successor to the Leavenworth, Pawnee, and Western Railroad Company.

The Central Pacific Railroad Company is the title of the company formed by consolidation of the Central Pacific Railroad Company of California, with the Western Pacific Railroad Company, June 23, 1870.

The Central Branch Union Pacific Railroad Company is the successor of the Atchison and Pike's Peak Railroad Company, the assignee of the Hannibal and Saint Joseph Railroad Company so far as relates to the Pacific Railroad acts.

Lands, right of way, depot grounds, and materials from adjacent lands have been granted by the United States to the following corporations or their predecessors, to aid in the construction of railroads "in whole or in part west, north, or south of the Missouri River," namely:

	Miles of railroad constructed and aided as above
Union Pacific Railway Company:	
Kansas Pacific.....	244. 6575
Denver Pacific.....	105. 89
	350. 5475
Central Pacific Railroad Company.....	151. 81
Burlington and Missouri River Railroad Company in Nebraska.....	190. 66
Texas and Pacific Railway Company.....	None.
Southern Pacific Railroad Company.....	578. 61
Northern Pacific Railroad Company.....	560
Atlantic and Pacific Railroad Company.....	34*
Saint Louis and San Francisco Railway Company.....	91
Oregon and California Railroad Company.....	200
Oregon Central Railroad Company.....	50†
	2,206. 6275
Total	

*This 34 miles of railroad being in the Indian Territory, the company has received no lands therefor.

†No lands have yet been certified to this company.

The Union Pacific Railway Company succeeds to the land-grant of the Kansas Pacific and Denver Pacific companies, the Denver Pacific being the assignee of the Kansas Pacific, so far as relates to the land-grant.

The Central Pacific Railroad Company, by virtue of their consolidation August 22, 1870, succeeds to the land grant of the California and Oregon Railroad Company.

The Burlington and Missouri River Railroad Company in Nebraska is assignee of the Burlington and Missouri River Railroad Company of Iowa, to which last named company the grants enumerated were made.

The name and title of the Texas Pacific Railroad Company was changed to Texas and Pacific Railway Company by act of Congress approved May 2, 1872.

By purchase of that portion of the railroad located in the State of Missouri, the Saint Louis and San Francisco Railway Company became the successor of the Atlantic and Pacific Railroad Company, so far as relates to grants in that State.

The Oregon and California Railroad Company is the successor of the Oregon Central Railroad Company of Salem, Oreg.

Lands, right of way, depot grounds, and materials from adjacent lands have been granted by the United States to the several States hereafter named, for the purpose of aiding in the construction of certain railroads in those States, "in whole or in part west, north, or south of the Missouri River," and the grants have been received by the companies named, or their predecessors, as follows:

Company now owning the railroad.	State to which grant was made.	Miles of railroad constructed and aided as above.
Hannibal and Saint Joseph.....	Missouri.....	206.41
Missouri Pacific.....	do.....	87
Saint Louis and San Francisco.....	do.....	203.125
Saint Louis, Iron Mountain and Southern.....	Missouri and Arkansas.....	475
Little Rock and Fort Smith.....	Arkansas.....	165.6
Memphis and Little Rock.....	do.....	133
Missouri, Kansas and Texas *.....	Kansas.....	183.2
Atchison, Topeka and Santa Fe.....	do.....	470.58
Kansas City, Lawrence and Southern.....	do.....	143.82
Saint Joseph and Western.....	do.....	226
Chicago, Burlington and Quincy.....	Iowa.....	279
Chicago, Rock Island and Pacific.....	do.....	317.75
Cedar Rapids and Missouri River.....	do.....	274.2
Dubuque and Sioux City.....	do.....	142.80
Iowa Falls and Sioux City.....	do.....	183.00
Saint Paul and Sioux City.....	Iowa and Minnesota.....	245
Winona and Saint Peter.....	Minnesota.....	323.22
Southern Minnesota.....	do.....	147
Southern Minnesota Extension.....	do.....	152.6
Saint Paul and Duluth.....	do.....	156
Saint Paul, Minneapolis and Manitoba.....	do.....	602.47
Stillwater and Saint Paul.....	do.....	13
Western of Minnesota.....	do.....	60.5
Chicago, Milwaukee and Saint Paul.....	Minnesota and Iowa.....	534
Wisconsin Central.....	Wisconsin.....	256.37
Chicago, Saint Paul and Minneapolis.....	do.....	156
North Wisconsin.....	do.....	80
Vicksburg, Shreveport and Pacific.....	Louisiana.....	94
Total.....		6,300.925

* The Missouri, Kansas and Texas Railway Company has constructed 246 miles of railroad in the Indian Territory.

NOTES.

The Missouri Pacific and the Saint Louis and San Francisco Railway companies are the successors of the Southwest Branch of the Pacific Railroad Company of Missouri as to rights and conditions under the land-grant; the former from Saint Louis to Pacific and the latter from Saint Louis to Springfield, Mo.

The Saint Louis, Iron Mountain and Southern Railway Company is successor of the Iron Mountain and Southern and the Cairo and Fulton.

The Missouri, Kansas and Texas Railway Company is successor of the Union Pacific, Southern Branch.

The Kansas City, Lawrence and Southern Kansas Railroad Company is the succe-

sor of the Leavenworth, Lawrence and Galveston, which company succeeded the Leavenworth, Lawrence and Fort Gibson.

The Saint Joseph and Western Railroad Company is the successor of the Saint Joseph and Denver City.

The Chicago, Burlington and Quincy Railroad Company is successor of the Burlington and Missouri River Railroad Company of Iowa, with which it has been consolidated.

The Chicago, Rock Island and Pacific Railroad Company is successor of the Mississippi and Missouri River Railroad Company.

The Illinois Central Railroad Company is the lessee of the Dubuque and Sioux City and the Iowa Falls and Sioux City Railroads.

The Chicago and Northwestern Railway Company is the lessee of the Cedar Rapids and Missouri River and proprietor of the Winona and Saint Peter Railroads.

The Saint Paul and Sioux City and the Sioux City and Saint Paul Railroad Companies succeeded the Minnesota Valley Railroad Company, and were consolidated October 1, 1879. The Saint Paul and Sioux City Railroad Company also succeeds to the land grant of the Saint Paul, Stillwater and Taylor's Falls Railroad by virtue of consolidation.

The Chicago, Saint Paul and Minneapolis Railway Company is successor to the West Wisconsin, which derived its grant as the Tomah and Lake Superior Railroad.

The Southern Minnesota Railway Company, successor to the Root River Valley and Southern Minnesota, is leased to the Chicago, Milwaukee and Saint Paul Railway Company.

The Saint Paul and Duluth Railroad Company is successor to the Lake Superior and Mississippi River, and operates the railroad of the Stillwater and Saint Paul Railroad Company under lease—the latter-named company deriving its land-grant rights as successor to the Saint Paul and Stillwater.

The Saint Paul, Minneapolis and Manitoba Railway Company is a consolidation of the Saint Paul and Pacific, First Division; Saint Paul and Pacific, First Division, Branch Line; and Saint Paul and Pacific, Saint Vincent Extension—the grants having been originally made for the Saint Paul and Pacific Railroad.

The Western Railroad of Minnesota is leased to the Northern Pacific Railroad Company. The Western derived its grant as Saint Paul and Pacific, Brainerd Branch.

The Chicago, Milwaukee and Saint Paul Railway Company is the successor of the McGregor and Missouri River in Iowa, and of the Hastings and Dakota, and Minnesota Central in Minnesota, by virtue of ownership.

The Wisconsin Central Railroad Company is successor of the Portage, Winnebago and Lake Superior.

The Vicksburg, Shreveport and Pacific Railroad Company is the successor of the Vicksburg, Shreveport and Texas.

RECAPITULATION.

	Miles.
Corporations aided with bonds and lands.....	2, 495. 0525
Corporations aided with lands.....	2, 206. 6275
States aided with lands, for railroads.....	6, 260. 925
Total	10, 962. 605

CONDITIONS IN DETAIL AS TO RATES.

(A.)

UNION PACIFIC, CENTRAL PACIFIC, CENTRAL BRANCH UNION PACIFIC, SIOUX CITY AND PACIFIC.

[Act July 1, 1862, sec. 6, U. S. Statutes, vol. 12, page 493.]

"That said company ——— shall, at all times, transmit dispatches over said telegraph line, and transport mails, troops, and munitions of war, supplies, and public stores upon said railroad for the Government, when required to do so by any Department thereof, and that the Government shall, at all times, have the preference in the use of the same for all the purposes aforesaid [at fair and reasonable rates of compensation, not to exceed the amounts paid by private parties for the same kind of service]."

(B.)

CENTRAL PACIFIC (OREGON BRANCH); OREGON AND CALIFORNIA.

[Act July 25, 1866, sec. 5, U. S. Statutes, vol. 14, page 240.]

"That the grants aforesaid are made upon the condition that the said companies shall keep said railroad and telegraph in repair and use, and shall at all times transport the mails upon said railroad, and transmit dispatches by said telegraph line for the Government of the United States when required so to do by any Department thereof, and that the Government shall at all times have the preference in

the use of said railroad and telegraph therefor at fair and reasonable rates of compensation, not to exceed the rates paid by private parties for the same kind of service.

"And said railroad shall be and remain a public highway for the use of the Government of the United States, free of all toll or other charges upon the transportation of the property or troops of the United States; and the same shall be transported over said road at the cost, charge, and expense of the corporations or companies owning or operating the same, when so required by the Government of the United States."

(C.)

NORTHERN PACIFIC.

[Act July 2, 1864, U. S. Statutes, vol. 13, page 368, sec. 5.]

"That the said company shall not charge the Government higher rates than they do individuals for like transportation and telegraphic service."

SEC. 11, page 370. "That said Northern Pacific Railroad, or any part thereof, shall be a post-route and a military road, subject to the use of the United States, for postal, military, naval, and all other Government service, and also subject to such regulations as Congress may impose restricting the charges for such Government transportation."

(D.)

ATLANTIC AND PACIFIC; SOUTHERN PACIFIC; SAINT LOUIS AND SAN FRANCISCO.

[Act July 27, 1866, U. S. Statutes, vol. 14, sec. 5, page 295.]

"That the said company shall not charge the Government higher rates than they do individuals for like transportation and telegraphic service."

SEC. 11, page 297. "That said ——— railroad, or any part thereof, shall be a post-route and military road, subject to the use of the United States for postal, military, naval, and all other Government service, and also subject to such regulations as Congress may impose restricting the charges for such Government transportation."

(E.)

MISSOURI PACIFIC; SAINT LOUIS AND SAN FRANCISCO; HANNIBAL AND SAINT JOSEPH.

[Act June 10, 1852, U. S. Statutes, vol. 10, sec. 4, page 9.]

"And the said railroads shall be and remain public highways for the use of the Government of the United States, free from toll or other charge upon the transportation of any property or troops of the United States."

SAINT LOUIS, IRON MOUNTAIN AND SOUTHERN; MEMPHIS AND LITTLE ROCK; LITTLE ROCK AND FORT SMITH.

[Act February 9, 1853, U. S. Statutes, vol. 10, page 156.]

SEC. 4. "And the said railroad and branches shall be and remain a public highway for the use of the Government of the United States, free from toll or other charge upon the transportation of any property or troops of the United States."

CHICAGO, BURLINGTON AND QUINCY; CHICAGO, ROCK ISLAND AND PACIFIC; CEDAR RAPIDS AND MISSOURI RIVER, NOW OPERATED BY CHICAGO AND NORTHWESTERN; DUBUQUE AND SIOUX CITY, AND IOWA FALLS AND SIOUX CITY, NOW OPERATED BY ILLINOIS CENTRAL.

[Act May 15, 1856, U. S. Statutes, vol. 11, page 10.]

SEC. 8. "And the said railroads shall be and remain public highways for the use of the Government of the United States, free from toll or other charge upon the transportation of any property or troops of the United States."

VICKSBURG, SHREVEPORT AND PACIFIC.

[Act June 3, 1856, U. S. Statutes, vol. 11, page 19.]

SEC. 8. "And the said railroads shall be and remain a public highway for the use of the Government of the United States, free from toll or other charge, upon the transportation of any property or troops of the United States."

CHICAGO, SAINT PAUL, MINNEAPOLIS AND OMAHA.

[Act June 3, 1856, U. S. Statutes, vol. 11, page 20.]

SEC. 3. "And the said railroads shall be and remain public highways for the use of the Government of the United States, free from toll or other charge upon the transportation of property or troops of the United States."

WINONA AND SAINT PETER, NOW OPERATED BY THE CHICAGO AND NORTHWESTERN; SAINT PAUL, MINNEAPOLIS AND MANITOBA; WESTERN OF MINNESOTA, OPERATED BY THE NORTHERN PACIFIC; CHICAGO, SAINT PAUL, MINNEAPOLIS AND OMAHA; CHICAGO, MILWAUKEE AND SAINT PAUL.

[Act March 3, 1857, U. S. Statutes, vol. 11, page 196.]

SEC. 3. "And the said railroads and branches shall be and remain public highways for the use of the Government of the United States, free from toll or other charge upon the transportation of any property or troops of the United States."

WISCONSIN CENTRAL; SAINT PAUL AND DULUTH.

[Act May 5, 1864, U. S. Statutes, vol. 13, page 65.]

SEC. 5. "And the said railroad shall be and remain a public highway for the use of the Government of the United States, free from all toll or other charge, for the transportation of any property or troops of the United States."

CHICAGO, SAINT PAUL, MINNEAPOLIS AND OMAHA; CHICAGO, MILWAUKEE AND SAINT PAUL.

[Act May 12, 1864, U. S. Statutes, vol. 13, page 73.]

SEC. 3. "And the said railroads shall be, and remain, public highways for the use of the Government of the United States, free of all toll or other charges upon the transportation of any property or troops of the United States."

(F.)

ATCHISON, TOPEKA AND SANTA FE; KANSAS CITY, LAWRENCE AND SOUTHERN; MISSOURI, KANSAS AND TEXAS.

[Act March 3, 1863, U. S. Statutes, vol. 12, page 773.]

SEC. 3. "And the said railroads and branches shall be and remain public highways, for the use of the Government of the United States, free from all toll or other charge upon the transportation of any property or troops of the United States."

(G.)

CAIRO AND FULTON, NOW OPERATED BY THE SAINT LOUIS, IRON MOUNTAIN AND SOUTHERN; LITTLE ROCK AND FORT SMITH; MEMPHIS AND LITTLE ROCK.

[Act July 28, 1866, U. S. Statutes, vol. 14, page 338.]

SEC. 1. "That all property and troops of the United States shall at all times be transported over said railroad and branches at the cost, charge, and expense of the company or corporation owning or operating said road and branches respectively, when so required by the Government of the United States."

(H.)

MISSOURI, KANSAS AND TEXAS,

[Act July 1, 1864, U. S. Statutes, vol. 13, page 340.]

SEC. 1. "That said railroad shall be a public highway and [shall transport troops and munitions of war of the United States free of charge."

(I.)

MISSOURI, KANSAS AND TEXAS.

[Act July 26, 1866, U. S. Statutes, vol. 14, page 290.]

SEC. 3. "That said company, after the construction of its road, shall keep it in repair and in use, and shall at all times transport troops, munitions of war, supplies, and public stores upon its road for the Government of the United States, free from all cost or charge therefor to the Government, when required to do so by any Department thereof."

(K.)

SAINT JOSEPH AND WESTERN, NOW OPERATED BY THE UNION PACIFIC.

[Act July 23, 1866, U. S. Statutes, vol. 14, page 211.]

SEC. 3. "That said company, after the construction of its road, shall keep it in repair and use, and shall at all times be in readiness to transport troops, munitions of war, supplies and public stores upon its roads for the Government when required to do so by any Department thereof, the Government at all times having the preference in the use of the road for all purposes aforesaid at fair and reasonable rates of compensation, not exceeding that paid by private individuals or the average rate paid for like services on other roads."

(L.)

HASTINGS AND DAKOTA AND SOUTHERN MINNESOTA, NOW OPERATED BY THE CHICAGO, MILWAUKEE AND SAINT PAUL.

[Act July 4, 1866, U. S. Statutes, vol. 14, page 88.]

SEC. 3. "And the said railroad[s] shall be and remain public highways for the use of the Government of the United States, free of all toll or other charges upon the transportation of any property or troops of the United States, and the same shall at all times be transported at the cost, charge, and expense in all respects of the company or corporation, or their successors or assigns, having or receiving the benefit of the land grants herein made."

(M.)

OREGON CENTRAL.

[Act May 4, 1870, U. S. Statutes, vol. 16, page 94.]

No conditions.

(N.)

BURLINGTON AND MISSOURI RIVER, IN NEBRASKA.

[Act July 2, 1864, U. S. Statutes, vol. 13, page 364.]

No conditions.

RESTRICTIONS IN DETAIL AS TO PAYMENTS.

(O.)

UNION PACIFIC; CENTRAL PACIFIC; CENTRAL PACIFIC (WESTERN PACIFIC).

[Act May 7, 1878, section 2, U. S. Statutes, vol. 20, page 58.]

"That the whole amount of compensation which may from time to time be due to said several railroad companies respectively for services rendered for the Government shall be retained by the United States, one-half thereof to be presently applied to the liquidation of the interest paid and to be paid by the United States upon the bonds so issued by it as aforesaid, to each of said corporations severally, and the other half thereof to be turned into the sinking-fund hereinafter provided, for the uses therein mentioned."

(P.)

UNION PACIFIC (LATE KANSAS PACIFIC); SIOUX CITY AND PACIFIC; MISSOURI PACIFIC (CENTRAL BRANCH UNION PACIFIC).

[Act July 2, 1864, section 5, U. S. Statutes, vol. 13, page 359.]

"And that only one-half of the compensation for services rendered for the Government by said companies shall be required to be applied to the payment of the bonds issued by the Government in aid of the construction of said roads."

[Extract from decision of Supreme Court U. S., 91 Sup. Ct. Reports, page 90.]

"This provision was without doubt intended merely to modify the original act, so as to allow the Government to retain only one-half of such compensation, instead of all. That act applied the whole compensation 'to pay the bonds and interest,' and it cannot be supposed that Congress intended to relinquish the right thereby secured to make the application in the first place to the interest and then to the principal. The purpose could have been nothing more than to surrender the right to retain the whole of the company's earnings for services to the Government, and to accept, in lieu of, the right to retain the half."

"There is no implication that the Government shall keep it; and, if not, who is to get it? Assuredly the companies who have earned it."

[Section 5260, Revised Statutes of the United States.]

"The Secretary of the Treasury is directed to withhold all payments to any railroad company and its assigns, on account of freights or transportation over their respective roads of any kind, to the amount of payments made by the United States for interest upon bonds of the United States issued to any such company, and which shall not have been reimbursed, together with the five per centum of net earnings due and unapplied, as provided by law."

[Section 5261, Revised Statutes of the United States.]

"Any such company may bring suit in the Court of Claims to recover the price of such freight and transportation, and in such suit the right of such company to recover the same upon the law and the facts of the case shall be determined, and also the rights of the United States upon the merits of all the points presented by it in answer thereto by them; and either party to such suit may appeal to the Supreme Court; and both said courts shall give such cause or causes precedence of all other business."

[Extract from decision of Supreme Court, 91 Sup. Ct. Reports, page 91.]

"It is contended that this act repeals that portion of the charter of the company which contains the provisions we have discussed. But, manifestly, its purpose was very different. Although it directs the Secretary of the Treasury to withhold all payments to the companies on account of freights and transportation, it at the same time authorizes any company thus affected to bring suit in the Court of Claims 'for such freight and transportation,' and in such suit the 'right of such company to recover the same upon the law and the facts shall be determined, and also the rights of the United States upon the merits of all the points presented by it in answer thereto by them.' This means nothing more or less than the remission to the judicial tribunals of the question whether this company, and others similarly situated, have the right to recover from the Government one-half of what they earned by transportation; and this question is to be determined upon its merits."

(Q.)

UNION PACIFIC (LATE DENVER PACIFIC); CENTRAL PACIFIC (LESSEE OF THE SOUTHERN PACIFIC OF CALIFORNIA).

[99 Supreme Court Reports, page 462, *United States vs. Denver Pacific Railway and Telegraph Company.*]

"Since delivering the opinion in this case our attention has been called to the fact that, whilst affirming generally the judgment of the court below, we did not expressly pass upon the question of the right set up by the Government to retain one-half of the amount of compensation due from it to the claimant for the transportation of mails and other public property. This point was not overlooked in rendering our judgment in the case. We cannot conceive upon what principle the retention can be claimed, since the object of retaining the compensation for such services, or any portion thereof, as expressed in the sixth section of the act of 1862, was to apply the amount so retained to the debt due to the Government for subsidy bonds granted to the companies that should receive the same. But the claimants in this case received no such bonds, and we decided that neither the company nor its railroad or property is liable in any way for the payment of any debt incurred for such bonds received by the Kansas Pacific Railway Company. Consequently there is no room for the application of the right of retention in this case, and the judgment of the Court of Claims was properly rendered for the whole amount of such compensation due.

(R.)

UNION PACIFIC (SAINT JOSEPH AND WESTERN).

[Extract from the opinion of the Attorney-General of the United States.]

"Though the Supreme Court held, in *United States vs. Kansas Pacific Railway Company* (99 U. S., 455), that the bonds issued to that corporation are not a lien beyond the 100th meridian, nor is the company liable for five per centum of its net earnings beyond that point, yet in the following case, *United States vs. Denver Pacific Railway Company* (99 U. S., 469), the court, in a note, based its exemption of the road from liability to have its compensation for Government transportation withheld upon the fact that the company (Denver Pacific Company) was *not indebted* to the United States. The Central and Union Pacific Railroad companies, owning, leasing, controlling, and operating the branches referred to in this inquiry *are indebted* to the United States upon subsidy bonds. In this state of the decisions I advise the retention of all compensation to these roads for services upon such branches, so that the question can be judicially determined."

(S.)

CENTRAL PACIFIC (OREGON DIVISION) OREGON AND CALIFORNIA.

See act July 25, 1866, U. S. Statutes, vol. 14—"B" of this appendix.

SAINT LOUIS, IRON MOUNTAIN AND SOUTHERN (CAIRO AND FULTON); MEMPHIS AND LITTLE ROCK; LITTLE ROCK AND FORT SMITH

See act of July 28, 1866, U. S. Statutes, vol. 14—"G" of this appendix.

MISSOURI, KANSAS AND TEXAS.

See acts quoted in ("F"), ("H"), and ("I") of this appendix.

CHICAGO, MILWAUKEE AND SAINT PAUL (NEAR HOUSTON TO WESTERN STATE LINE OF MINNESOTA, AND HASTINGS TO WESTERN STATE LINE OF MINNESOTA).

See act of July 4, 1860, U. S. Statutes, vol. 14—"L" of this appendix.

(T.)

MISSOURI PACIFIC; SAINT LOUIS AND SAN FRANCISCO; NORTHERN PACIFIC (DULUTH TO THOMSON, SAUK RAPIDS TO BRAINERD, AND SAINT PAUL TO SAUK RAPIDS); HANNIBAL AND SAINT JOSEPH; CHICAGO, BURLINGTON AND QUINCY (BURLINGTON TO MISSOURI RIVER); SAINT LOUIS, IRON MOUNTAIN AND SOUTHERN (PILOT KNOB TO POPLAR BLUFF); ATCHISON, TOPEKA AND SANTA FE; KANSAS CITY, LAWRENCE AND SOUTHERN; CHICAGO, ROCK ISLAND AND PACIFIC (DAVENPORT TO COUNCIL BLUFFS); CHICAGO AND NORTHWESTERN (CEDAR RAPIDS TO COUNCIL BLUFFS, LYONS TO CLINTON, AND WINONA TO BIG SIOUX RIVER); ILLINOIS CENTRAL (DUBUQUE TO SIOUX CITY); CHICAGO, SAINT PAUL, MINNEAPOLIS AND OMAHA (SAINT PAUL TO SIOUX CITY, 11 MILES SOUTH OF WARREN'S TO HUDSON, STILLWATER TO SAINT PAUL, NORTH WISCONSIN JUNCTION TO CHANDLER); SAINT PAUL AND DULUTH; SAINT PAUL, MINNEAPOLIS AND MANITOBA; CHICAGO, MILWAUKEE AND SAINT PAUL (SAINT PAUL AND MINNEAPOLIS TO SOUTHERN STATE LINE OF MINNESOTA, AND CALMAR TO SHELDON); WISCONSIN CENTRAL (PORTAGE CITY TO ASHLAND); VICKSBURG, SHREVEPORT AND PACIFIC; TEXAS AND PACIFIC (SHREVEPORT TO TEXAS LINE).

Extract from decision of Supreme Court in "Atchison case," 93 Supreme Court Reports, pages 451, 452, 453, and 454.]

"In view of the legislative history and practice referred to, it seems impossible to resist the conclusion, when we meet with a legislative declaration to the effect that a particular railroad shall be a public highway, that the meaning is that it shall be open to the use of the public with their own vehicles; and that when Congress, in granting lands in aid of such a road, declared that the same shall be and remain a public highway for the use of the Government of the United States it only means that the Government shall have the right to use the road, but not that it shall have the right to require its transportation to be performed by the railroad company. And when this right of the use of the road is granted 'free from all toll or other charge for transportation of any property or troops of the United

States' it only means that the Government shall not be subject to any toll for such use of the road. This, we think, is the natural and most obvious meaning of the language used, when viewed in the light afforded by the history of railroad legislation in this country. This was also the interpretation put by the executive department of the Government upon the reservation in question prior to the passage of the acts of 1864. * * *

"All that the act reserves is the free use of the railroad. Of course this implies, also, the free use of all fixtures and appurtenances forming part of the road, and which are essential to its practical use, such as turn-tables, switches, depots, and other necessary appendages. * * * We are of opinion that the reservation in question secures to the Government only a free use of the railroads concerned, and that it does not entitle the Government to have troops or property transported by the companies over their respective roads free of charge for transporting the same."

[Act of June 16, 1874, U. S. Statutes, vol. 18, page 74.]

"That no part of the money appropriated by this act shall be paid to any railroad company for the transportation of any property or troops of the United States over any railroad which, in whole or in part, was constructed by the aid of a grant of public land on the condition that such railroad should be 'a public highway for the use of the Government of the United States free from toll or other charge,' or upon any other conditions for the use of such road, for such transportation; nor shall any allowance be made out of any money appropriated by this act for the transportation of officers of the Army over any such road, when on duty and under order as a military officer of the United States. But nothing herein contained shall be construed as preventing any such railroad from bringing a suit in the Court of Claims for the charges for such transportation, and recovering for the same, if found entitled thereto by virtue of the laws in force prior to the passage of this act."

[Act of June 22, 1874, U. S. Statutes, vol. 18, page 138.]

"That no part of the sum appropriated by any provision of this act shall be paid to any railroad company which has received a grant of land on the condition that its road should be a public highway for the transportation of the property and troops of the United States free from toll or other charge."

[Act of March 3, 1879, U. S. Statutes, vol. 20, page 390.]

"For the payment of arrears of Army transportation due such land-grant railroads as have not received aid in Government bonds as compensation was withheld from, under the acts of June sixteenth and twenty-second, eighteen hundred and seventy-four, and March third, eighteen hundred and seventy-five, to be adjusted by the proper accounting officer in accordance with the decision of the Supreme Court in cases decided under the said acts, to be paid as other Army transportation, but in no event shall more than fifty per cent. of the full amount allowed by the Quartermaster-General be paid until the decision of the Court of Claims be had in each case, three hundred thousand dollars, or so much thereof as may be necessary."

APPENDIX 11.

GRANTS IN AID OF RAILROADS.

List of grants made by the United States in aid of the construction of railroads included in the act of Congress approved June 19, 1878, with names of companies now operating.

Name of company now operating.	Name of railroad aided.			Number of acres of land certified to or patented to June 30, 1888.
Do.	Central Pacific	July 27, 1866	July 27, 1866	950, 204.97
Do.	Western Pacific	March 3, 1866	March 3, 1866	2, 745, 779.97
Do.	California and Oregon	March 3, 1866	July 25, 1866	2, 528, 131.97
Do.	Do.	July 2, 1864	July 2, 1864	2, 975, 200.77
Do.	Do.	July 1, 1862	July 2, 1864	780, 979.40
Do.	Do.	July 25, 1866	July 25, 1866	440, 533.65
Do.	Do.	July 27, 1866	March 3, 1871 (see below)	1, 337, 813.12
Do.	Do.	May 16, 1866	June 2, 1864	182, 897.25
Do.	Do.	March 3, 1867	March 3, 1865	170, 795.01
Do.	Do.	July 4, 1866	July 19, 1866	508, 781.58
Do.	Do.	Do.	Do.	222, 690.19
Do.	Do.	Do.	Do.	212, 770.27
Do.	Do.	Do.	Do.	545, 970.76
Do.	Do.	Do.	Do.	1, 112, 120.12
Do.	Do.	Do.	Do.	1, 063, 757.90
Do.	Do.	Do.	Do.	1, 144, 803.02
Do.	Do.	Do.	Do.	467, 910.21
Do.	Do.	Do.	Do.	282, 815.89
Do.	Do.	Do.	Do.	342, 497.56
Do.	Do.	Do.	Do.	643, 147.17
Do.	Do.	Do.	Do.	663, 162.84
Do.	Do.	Do.	Do.	500, 467.96
Do.	Do.	Do.	Do.	683, 523.80
Do.	Do.	Do.	Do.	1, 064, 062.97
Do.	Do.	Do.	Do.	145, 953.09
Do.	Do.	Do.	Do.	137, 447.99
Do.	Do.	Do.	Do.	1, 006, 800.80
Do.	Do.	Do.	Do.	1, 322, 110.22
Do.	Do.	Do.	Do.	966, 104.85

Northern Pacific Railroad	Northern Pacific	July 2, 1884; Joint Resolution May 31, 1876	746,390.23
Do	Lake Superior and Mississippi River*	May 5, 1884; July 13, 1886 (see Saint Paul and Duluth)	
Do	Western of Minnesota	March 3, 1887; March 3, 1871	646,954.49
Do	Saint Paul and Pacific	March 3, 1887; Joint Resolution July 13, 1883	1,261,046.14
Oregon and California Railroad		July 23, 1888	322,082.40
Do		May 4, 1870	None
Saint Louis and San Francisco Railway	Missouri	June 10, 1883 (see Missouri Pacific)	798,940.36
Do		July 27, 1888 (see Atlantic and Pacific)	
Saint Paul and Duluth Railroad	River	May 5, 1884; July 13, 1886	
Do		March 3, 1887; March 3, 1885; July 13, 1886	880,564.09
Saint Paul, Minneapolis and Manitoba Rail-	astoria	March 3, 1871; March 3, 1873; June 22, 1874	1,258,428.99
Do		July 1, 1883; July 2, 1884	41,398.23
Southern Pacific Railroad	Siouix City and Pacific	July 27, 1886; March 3, 1871	1,145,162.38
Do	Southern Pacific (Northern Division)	March 3, 1871	None
Do	Southern Pacific (Southern Division)	June 3, 1884	333,319.69
Texas	Texas Pacific	July 1, 1882; July 2, 1884	1,644,532.08
Do	North Louisiana and Texas	July 1, 1882; July 2, 1884	642,714.08
Union Pacific Railroad	Union Pacific	July 1, 1882; July 2, 1884; March 3, 1889	164,721.51
Do	Kansas Pacific	July 1, 1882; July 2, 1884	462,872.24
Do	Denver Pacific	May 5, 1884	642,144.47
Do	Sault Joseph and Denver City		
Do	Fortage, Winnebago and Lake Superior		
Wisconsin Central Railroad			
Total			94,941,490.38

* Duluth to Thomson (24 miles) is owned jointly, but operated independently, by the Northern Pacific and Saint Paul and Duluth Railroad Companies.

APPENDIX 12.

(For Appendix 12, referred to on page 17, see Appendix No. 2, page 145.)

STATEMENT SHOWING THE MILEAGE, EQUIPMENT, CAPITAL, COST, AND REVENUE OF ALL THE RAILROADS IN THE UNITED STATES FOR THE YEAR 1882.

[Extracts from Poor's Manual of Railroads for 1883.]

Items.	In the New Eng-land States.	In the Middle States.	In the Southern States.	In the Western States.	In the Pacific States and Ter-ritories.	Total United States.
Total line.....miles..	6,232.56	16,809.61	17,428.73	65,078.48	6,862.52	112,411.90
Total track.....do....	8,677.23	28,294.78	19,555.96	74,872.08	7,591.64	138,991.66
Steel rail in track.....do....	4,144.98	14,819.26	7,551.87	36,410.53	3,764.79	66,691.43
Engines.....	1,707	6,846	2,459	10,380	722	22,114
Passenger-cars.....	2,177	5,997	1,660	5,116	601	15,551
Baggage, mail, and express cars.....	698	1,872	680	2,426	180	5,366
Freight-cars.....	37,976	296,652	49,518	312,589	13,896	710,451
Length of line operated.....miles..	6,185.78	18,554.94	13,897.43	56,159.17	4,955.01	98,752.38
Passenger train service.....do....	19,336.268	53,103.736	15,472.054	78,422,512	5,020,647	171,355,209
Freight train service.....do....	18,004.426	91,064,762	31,934,220	153,926,547	10,188,080	305,118,035
Passengers carried.....number..	65,220,934	205,844,626	10,875,511	92,940,831	10,510,410	375,391,812
Passenger movement.....miles..	1,107,045,086	5,052,121,886	559,577,836	2,708,268,037	351,942,279	9,778,955,124
Freight moved.....tons..	28,605,416	166,372,589	19,194,086	140,791,848	5,526,426	360,490,375
Freight movement.....ton, miles..	1,680,009,065	14,233,884,685	2,040,078,971	20,133,946,669	1,214,289,859	39,302,209,249
Share capital.....	\$197,071,108	\$970,552,708	\$363,379,347	\$1,635,310,332	\$289,764,701	\$3,456,078,196
Funded debt.....	139,232,591	825,554,524	410,593,656	1,595,255,387	213,779,043	3,184,415,201
Total investment.....	353,797,269	1,901,996,601	796,057,878	3,314,083,775	529,728,837	6,895,684,359
Cost of road and equipment.....	309,049,194	1,443,857,959	722,976,486	2,993,018,137	461,507,848	5,930,409,624
Earnings from passengers.....	23,503,412	57,735,630	14,789,372	87,199,273	10,832,463	194,060,150
Earnings from freight.....	28,577,491	148,541,363	37,663,604	246,329,138	24,666,755	485,778,331
Earnings from all sources.....	56,188,499	218,720,835	58,872,239	361,183,378	38,955,992	733,980,943
Net earnings.....	16,487,007	76,421,069	19,316,539	141,367,192	18,532,205	267,124,032
Total available revenue.....	19,364,769	98,983,294	21,987,084	157,994,351	19,629,700	317,969,196
Payments of interest.....	7,215,801	39,637,918	14,034,591	74,430,248	8,449,308	148,767,726
Payments of dividend.....	8,707,540	33,570,657	4,230,984	45,394,041	5,651,239	97,554,461

APPENDIX 13.

ANNUAL REPORT OF THE TEXAS AND PACIFIC RAILWAY COMPANY FOR THE YEAR ENDING JUNE 30, 1883.

MILES OF ROAD IN OPERATION.

Eastern Division :

From Shreveport to Fort Worth, via Marshall.....	219.69
From Marshall to Texarkana Junction.....	69.05
From Texarkana to Fort Worth, via Sherman	244.00

Total Eastern Division.....	532.74
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Rio Grande Division :

From Fort Worth to Sierra Blanca	521.13
--	--------

New Orleans Division :

From Shreveport to New Orleans.....	328
Baton Rouge Branch.....	8
	336.00

Total mileage.....	1,389.87
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The company is also operating 92 miles of joint track from Sierra Blanca to El Paso.

Attached to this report is a map showing the line of the Texas and Pacific Railway from New Orleans to El Paso, and its connection with the lines of the Southwestern system, of which it forms a part.

The New Orleans Division of the line was not opened for through traffic until about October 15, 1882.

The motive power of the road has been increased during the year by the addition of twenty-five Mogul engines, and the general condition of the rolling-stock and road-bed greatly improved.

The growth of the country tributary to the Texas and Pacific west of Fort Worth has been very great during the past year, insuring a large and increasing local business for the line and enhancing the value of its land grant, of which about 4,500,000 acres remained unsold June 30, 1883.

Statement of receipts from all sources and how applied for the year ending June 30, 1883

By amount on hand June 30, 1882	\$1,164,071 36
---------------------------------------	----------------

By receipts from :

Freight.....	\$4,353,258 48
Passengers.....	1,384,821 79
Mails	118,504 43
Express	132,181 77
Rents.....	3,155 91
Miscellaneous.....	865,174 46
	6,857,096 84

By payments for :

Conducting transportation.....	1,597,656 16
Motive power.....	1,865,458 65
Maintenance of way.....	1,358,161 97
Maintenance of cars.....	496,244 41
General expense	174,674 14
	5,492,195 33

By net earnings.....	\$1,364,901 51
By receipts from other sources:	
Rental, Fort Worth line.....	42,344 00
Rental, track Alexandria to Cheneyville	9,112 50
Land accounts, less time notes.....	203,569 48
Capital stock and funded debt.....	10,783,407 24
Sundries.....	438,101 63
	<u>14,005,697 72</u>
To payments for other purposes:	
Interest on bonds.....	\$2,198,105 00
Property and franchises.....	10,487,268 80
Bonds and stocks (investments).....	525,981 50
Taxes	104,184 83
Premium and discount.....	50,888 10
Interest and exchange.....	14,203 70
Miscellaneous accounts payable.....	377,827 06
Preliminary surveys	40,817 73
Rental, track El Paso to Sierra Blanca.....	45,750 00
	<u>13,845,026 72</u>
Balance on hand June 30, 1883, cash and accounts collectible	160,671 00
	<u>14,005,697 72</u>

BALANCE SHEET OF GENERAL LEDGER, JUNE 30, 1883.

Construction.....	\$60,069,097 51
Terminal property account, New Orleans.....	1,950,000 00
Interest account, income and land grant bonds for which scrip has been issued	2,904,170 54
Property account, bonds and stocks.....	7,797,712 56
Cash in treasury.....	61,443 84
Bills and accounts receivable.....	348,038 54
Insurance fund.....	27,955 02
Gordon coal mine purchase.....	92,997 15
Real estate.....	28,569 83
Sinking-fund first-mortgage eastern division bonds.....	1,490 67
Suspense account	17,808 30
Income account or profit and loss.....	2,354,331 89
	<u>75,653,637 85</u>

CR.

Capital stock	\$32,158,600 00
First-mortgage eastern division bonds	\$3,874,000 00
Consolidated eastern division bonds	9,226,000 00
Rio Grande division bonds.....	13,028,000 00
New Orleans Pacific bonds.....	6,720,000 00
Income and land-grant bonds.....	8,857,000 00
Old land bonds.....	9,000 00
	<u>41,714,000 00</u>
School fund loan, State of Texas.....	171,045 91
Income scrip, income and land-grant bonds, payable only in land or capital stock.....	906,290 00
Fractional bond scrip, income and land-grant bonds.....	16,357 84
Land department fractional scrip.....	3,359 10
Old interest scrip.....	595 00
	<u>3,954 10</u>
Unpaid coupons.....	32,165 00
Accrued interest on bonds, not due.....	651,225 00
	<u>75,653,637 85</u>

The company has also about 4,500,000 acres of land in Texas, the greater part of which is located on the line of the Rio Grande division, west of Fort Worth.

Statement of the earnings and expenses of the Texas and Pacific Railway for years ending June 30, 1883 and 1882.

Earnings.	1883.	1882.	Expenses.	1883.	1882.
Passenger.....	\$1,384,821 79	\$981,160 63	Conducting trans-		
Freight.....	4,353,258 48	3,265,724 67	portation.....	\$1,597,656 16	\$977,225 43
Mail.....	118,504 43	85,204 46	Maintenance of way.	1,358,161 97	1,280,130 85
Express.....	132,181 77	95,683 03	Motive power.....	1,865,458 65	1,379,911 18
Miscellaneous.....	868,330 37	159,968 33	Maintenance of cars.	496,244 41	283,107 41
			General expenses		
			and taxes.....	174,674 14	158,945 34
Total.....	6,857,096 84	4,587,741 12	Total.....	5,492,195 83	4,079,320 16
			Net earnings.....	1,364,901 51	508,426 96

Average miles of road-operated : Year ending June 30, 1883, 1,470 ; year ending June 30, 1882, 1,197

Equipment, June 30, 1883.

Engines	155
Cars :	
Passenger.....	60
Baggage, mail, and express.....	24
Business and pay cars.....	3
Stock.....	271
Flat and coal.....	1,347
Box	1,259
Caboose	58
Road service.....	38
Water cars	46
	3,106

Names and residences of officers and directors of the Texas and Pacific Railway Company, June 30, 1883.

OFFICERS.

President.....	Jay Gould, New York City.
First vice-president.....	R. S. Hayes, Saint Louis.
Second vice-president.....	John C. Brown, Saint Louis.
Third vice-president.....	H. M. Hoxie, Saint Louis.
General manager.....	A. A. Talmage, Saint Louis.
Secretary and treasurer.....	C. E. Satterlee, New York City.
Auditor	C. G. Warner, Saint Louis.

DIRECTORS.

Jay Gould, New York.	H. M. Hoxie, Saint Louis.
W. T. Walters, Baltimore.	R. S. Hayes, Saint Louis.
Russell Sage, New York.	T. T. Eckert, New York.
James P. Scott, Philadelphia.	A. L. Hopkins, New York.
W. C. Hall, Louisville.	E. H. Perkins, jr., New York.
Chas. O. Baird, Philadelphia.	E. B. Wheelock, New Orleans.
Frank S. Bond, New York.	Geo. J. Gould, New York.
Fred. L. Ames, Boston.	D. Felsenheld, California.
John C. Brown, Saint Louis.	

TABLE No. 1.—

Names of companies.	Incorporated or consolidated.	Consolidated with—	Previous incorporation.
			Name of company.
Athlison, Topeka and Santa Fe R. R. Co.	Mar. 3, 1863	.....	Athlison and Topeka R. R. Co.
Atlantic and Pacific R. R. Co.	July 27, 1866	.....	.....
Burlington and Missouri River R. R. Co. in Nebraska.	May 12, 1869	.....	.....
Cedar Rapids and Missouri River R. R. Co.	June 14, 1859	.....	.....
Central Branch Union Pacific R. R. Co.	Jan. 1, 1867	(On June 9, 1863, the Hannibal and Saint Joseph R. R. Co. assigned all its rights under act of July 1, 1862).	Athlison and Pike's Peak R. R. Co.
Central Pacific R. R. Co.	Aug. 22, 1870	{ California and Oregon R. R. Co. San Francisco, Oakland and Alameda R. R. Co. San Joaquin Valley R. R. Co. }	Central Pacific R. R. Co.
	June 29, 1870	San Francisco and Alameda R. R. Co., under the title of San Francisco, Oakland and Alameda R. R. Co.	.....
	June 23, 1870	Western Pacific R. R. Co. ...	Central Pacific R. R. Co.

Organization.

Previous in- corporation.	Road owned.	Roads leased, controlled, or operated.			Total miles op- erated.
Date.	Miles.	Names.	Miles.	Terms.	
Feb. 11, 1859	470.58	From Pueblo and Arkansas Valley R. R. Co.	282.10	35 per cent. of gross earn- ings, less 5 per cent. re- bate on all business to or from leased road, and 15 per cent. of taxes.	} 2,409.74
		From Wichita and South- western R. R. Co.	27.28	35 per cent. of gross earn- ings, and 35 per cent. of taxes.	
		From Kansas City, Topeka and Western R. R. Co.	66.32	34 per cent. of gross earn- ings, and 34 per cent. of taxes.	
		From Florence, El Dorado and Walnut Valley R. R. Co.	53.59	Not given	
		From Pleasant Hill and De Soto R. R. Co.	44.89	.....do
		From Kansas City, Empo- ria and Southern R. R. Co.	64.21	.....do
		From Elk and Chautauqua R. R. Co.	11.84	.....do
		From Marion and McPher- son R. R. Co.	98.61	.....do
		From Crowley, Sumner and Fort Smith R. R. Co.	91.93	.....do
		Harvey County R. R. Co.	8.89	.....do
		Kansas City and Olathe R. R. Co.	14.10	.....do
		New Mexican R. R. Co. } Coal roads..... }	21.91 }	.....do
		From New Mexico and South Pacific R. R. Co.	372.09	.....do
		Rio Grande, Mexico and Pacific R. R. Co.	186.07	.....do
		Rio Grande and El Paso R. R.	20.15	.....do
		Kansas City, Lawrence and Southern Kansas and branches, and Kansas City, Burlington and Santa Fe R. R. Co.	884.48	.....do
		Manhattan and Burlin- game R. R. Co.	56.62	Owned jointly with the Union Pacific R. W. Co.	
		Leavenworth, Topeka and Southwestern R. R. Co.	46.30	.....do
		New Mexico and Arizona R. R. Co.	87.78	Not given	
.....	559.60	559.60
.....	196	From Nebraska R. R. Co. } From Omaha and South- western R. R. Co. }	1,085	Not given	} 1,281
		From Atchison and Ne- braska R. R. Co.		In perpetuity. 8 per cent. on \$1,084,000. Bonds guaranteed.	
		From Republican Valley R. R. Co.		Not given	
.....	274.01	To Chicago and Northwest- ern R. W. Co.	271.6	About 33½ per cent. of gross earnings.
Feb. 11, 1859	100	From Atchison, Colorado and Pacific R. R. Co.	288	Not furnished; roads oper- ated by Missouri Pacific R. W. Co.
		From Union Pacific R. R. Co	5	999 years. At amount of Union Pacific net earn- ings per mile.	
June 23, 1870	1,208.13	From Southern Pacific R. R. Co.	795.22	A new lease was made, January 1, 1890, for five years, at \$250 per mile per month.	
		From Western Develop- ment Co.	.13	\$1,000 per month.....	
.....
June 23, 1861	From Southern Pacific R. R. Cos. of Arizona and New Mexico.	551.17	\$1,620 per mile per annum.	

TABLE No. 1.—Organ

Names of companies.	Incorporated or consoli- dated.	Consolidated with—	Previous incorporation.
			Name of company.
Central Pacific R. R. Co.— Continued.	Nov. 2, 1869	San Francisco Bay R. R. Co.	Western Pacific R. R. Co ...
	Oct. 15, 1868	San Francisco, Alameda and Stockton R. R. Co.	San Francisco and Alameda R. R. Co.
	Dec. 18, 1869	Yuba R. R. Co	California and Oregon R. R. Co.
	Jan. 16, 1868	Marysville R. R. Co.....	.....do
			Marysville R. R. Co.....
			San Joaquin Valley R. R. Co.
			San Francisco Bay R. R. Co.
			San Francisco, Alameda and Stockton.
			Yuba R. R. Co
			San Francisco and Oakland R. R. Co.
			Central Pacific R. R. Co. (amended).
Chicago, Burlington and Quincy R. R. Co.	Jan. 1, 1873	.....	Burlington and Missouri River R. R. Co.
Chicago, Milwaukee and Saint Paul R. W. Co.	June —, 1863	McGregor and Missouri River R. R. Co., 1868 (150). Hastings and Dakota R. R. Co. (75). La Crosse and Milwaukee R. R. Co. (62). Minnesota Central R. R. Co. (110).	Milwaukee and Waukegan R. R. Co.
Chicago, Rock Island and Pacific R. R. Co.	June 4, 1880	South Chicago Branch	Mississippi and Missouri River R. R. Co.
Chicago, Saint Paul, Minne- apolis and Omaha R. W. Co.	June 1, 1880	Iowa Southern and Missouri Northern. Washington Branch. Atlantic Southern, &c.	} Not reported.....
		Saint Paul and Sioux City R. R. Co.	
		North Wisconsin R. R. Co.	
		Chicago, Saint Paul and Minneapolis R. R. Co.	
Dubuque and Sioux City R. R. Co.	Aug. 21, 1860	Omaha and Northern Ne- braska R. R. Co.	Dubuque and Pacific R. R. Co.
Hannibal and Saint Joseph R. R. Co.	Feb. 14, 1870	Quincy and Palmyra R. R. Co. (March 14, 1867). Kansas City and Cameron R. R. Co.	.....
Iowa Falls and Sioux City R. R. Co.	Oct. 1, 1867	.....	.....
Kansas City, Lawrence and Southern Kansas R. R. Co.	Apr. 1, 1879	Leavenworth, Lawrence and Galveston R. R. Co. Kansas City and Santa Fé R. R. Co. Southern Kansas R. R. Co.	Leavenworth, Lawrence and Galveston R. R. Co.
Little Rock and Fort Smith R. W. Co.	.....	.....	Little Rock and Fort Smith R. R. Co.
Memphis and Little Rock R. R. Co.	.....	.....	.....
Missouri, Kansas and Tex- as R. W. Co.	Apr. 7, 1870	.....	Union Pacific R. R. Co. (Southern Branch). Tobo and Neosho R. R. Co.. Labette and Sedalia R. R. Co. Neosho Valley and Holden R. R. Co.
		Saint Louis and Santa Fé R. R. Co.	.....
		Hannibal and Central Mis- souri R. R. Co.	.....

ization—Continued.

Previous sin- corporation.	Road owned.	Roads leased, controlled, or operated.			Total miles op- erated.	
Date.	Miles.	Names.	Miles.	Terms.		
Dec. 13, 1862	.....	From Los Angeles and San Diego R. R. Co.	27. 60	\$1,200 per mile per annum and taxes.	4, 306. 40
Mar. 25, 1863	.....	From Los Angeles and In- dependence R. R. Co.	16. 83	.....do	
Jan. 16, 1868	.....	From Sacramento and Placerville R. R. Co.	47. 70	Trackage. At notice. \$7,200 per annum.	
June 30, 1865	.....	From Stockton and Cop- peropolis R. R. Co.	49	30 years. Principal and in- terest \$500,000, 5 per cent. 80-year bonds, &c.	
Nov. 29, 1867	.....	From Amador Branch R. R. Co.	27. 2	At notice. \$4,200 per an- num and taxes.	
Feb. 5, 1868	.....				
Sept. 25, 1868	.....				
Dec. 8, 1863	.....	From Berkeley Branch R. R. Co.	3. 84	At notice. \$9,216 per an- num and taxes.	3, 237. 84
		From Northern R. W. Co..	153. 62	At notice. \$570,000 per an- num for this road and the S. P. and T.—below named.		
Nov. 17, 1862	.....	From California Pacific R. R. Co.	115. 44	30 years. \$600,000 per an- num.	
Oct. 21, 1861						
Oct. 8, 1864	.....	From San Pablo and Tulare R. R. Co.	46. 52	This road and the North- ern Railway together are paid \$570,000 per annum. \$83.33 per mile per month..	
		From Galveston, Harris- burgh and San Antonio R. R. Co.	1, 154			
		From Sabine and East Texas R. R. Co.	104			
— —, 1856	1, 903. 32	Leased lines.....	1, 334. 52	.....	3, 237. 84
Feb. 11, 1847	4, 671	.....	.....	.....	4, 671
.....	1, 117	.....	263	.....	1, 380
— —, 1863	1, 168. 36	From Illinois Central R. R. Co.	25	Use of track	1, 193. 36	
Nov. 24, 1856	142. 89	To Illinois Central R. R. Co.	142. 89	20 years, with privilege of perpetuity; 36 per cent. of gross earnings.	.....
Feb. 16, 1847	292. 35	.....	.....	.....	292. 35
.....	183. 69	To Illinois Central R. R. Co.	183. 69	35 per cent. of gross earn- ings, and 10 per cent. drawback.	.....
.....	184. 74	From Southern Kansas and Western R. R. Co.	178. 74	Whole line leased and op- erated by the Atchison, Topeka and Santa Fe R. R. Co.	384. 48	
		From Sumner County R. R.	21			
.....	168. 16	.....	.....	.....	168. 16
.....	133	.....	.....	.....	133
Sept. 20, 1865 — June 18, 1870 May 7, 1870	1, 286	{ To Missouri Pacific R. W. Co. }	{ }	Net earnings.		
Dec. 1, 1870 Feb. 7, 1867						

TABLE No. 1.—Organ

Names of companies.	Incorporated or consoli- dated.	Consolidated with—	Previous incorporation.
			Name of company.
Missouri Pacific R. W. Co..	Aug. 11, 1880	Saint Louis and Lexington R. R. Co. Kansas City and Eastern R. R. Co. Lexington and Southern R. R. Co. Saint Louis, Kansas and Arizona R. R. Co. Missouri River R. R. Co.... Leavenworth, Atchison and Northwestern R. R. Co.	Pacific R. R. of Missouri ...
New Orleans Pacific R. W. Co.	June 21, 1881	Texas and Pacific R. W. Co.	New Orleans, Baton Rouge and Vicksburg R. R. Co.
Northern Pacific R. R. Co..	July 2, 1864	(Reorganized September 29, 1875, by the bondholders, after purchase at foreclosure sale August 12, 1875.)	.....
Oregon and California R. R. Co.	Mar. 16, 1870	.....	Oregon Central R. R. Co. of Salem.
Saint Joseph and Western R. R. Co.	Mar. 29, 1877	..... Hastings and Grand Island R. R. Co.	Marysville, Palmetto and Roseport R. R. Co. Saint Joseph and Denver City R. R. Co. Saint Joseph and Pacific R. R. Co. Kansas and Nebraska R. R. Co. Saint Louis, Iron Mountain and Southern R. R. Co.
Saint Louis, Iron Mountain and Southern R. W. Co.	May 6, 1874	Arkansas Branch R. R. Co. . Cairo and Fulton R. R. Co.... Cairo, Arkansas and Texas R. R. Co.	Atlantic and Pacific R. R. Co.
Saint Louis and San Francisco R. W. Co.	Sept. 7, 1876	Joplin R. R. Co. (May 26, 1879). Saint Louis, Wichita and Western R. R. Co. (March 14, 1882). Missouri Western R. R. Co. (August 1, 1879).	.....
Saint Paul and Duluth R. R. Co.	June 27, 1877	.....	Lake Superior and Mississippi R. R. Co.
Saint Paul, Minneapolis and Manitoba R. W. Co.	May 23, 1879	.....	Saint Paul and Pacific R. R. Co. Minneapolis and Saint Cloud R. W. Co. Red River and Manitoba R. R. Co. Sioux City and Pacific R. R. Co.
Sioux City and Pacific R. R. Co.	Sept. 15, 1868	Northern Nebraska Air-Line R. R. Co.	Root River Valley and Southern Minnesota R. R. Co. Southern Pacific R. R. Co. of California.
Southern Minnesota R. W. Co.	Mar. 3, 1877	.....	.....
Southern Pacific R. R. Co. .	Dec. 18, 1874	San Francisco and San José R. R. Co. (October 12, 1870). Santa Clara and Pajaro Valley R. R. Co. (October 12, 1870). California Southern R. R. Co. (October 12, 1870). Southern Pacific Branch R. R. Co. (August 19, 1873). Los Angeles and San Pedro R. R. Co. (December 18, 1874).	.....

ization—Continued.

Previous incorporation.	Road owned.	Roads leased, controlled, or operated.			Total miles operated.
Date.	Miles.	Names.	Miles.	Terms.	
Mar. 12, 1849	930.75	Central Branch Union Pacific R. R. and leased lines. Saint Louis and Southern R. W. Hannibal and Saint Joseph R. R. Missouri, Kansas and Texas Railway. From Saint Louis, Iron Mountain and Southern R. W. Co. Texas and Pacific R. W. Co. International and Great Northern R. R. Co. Sedalia, Warsaw and Southern.	388 44.25 21 1,386 905.27 1,487 825 41.73	Operated by the Missouri Pacific for the owners. \$21,500 per annum \$13,500 per annum Net earnings	6,029
.....	336	.....	.....	.....	.....
.....	2,265 *24	.....	.....	.....	.....
.....	.....	Western Railroad of Minnesota. Saint Paul, Minneapolis and Manitoba R. W. Co.	61 75	99 years, 35 per cent. of gross earnings. Perpetual right to track, \$40,000 per annum, and a proportion of maintenance and station expenses.	2,425
July 25, 1866	370.80	.....	.....	.....	370.80
Feb. 17, 1857	251.70	{ Operated by Union Pacific R. W. Co. for the owners. }	{	.....	.....
Apr. 17, 1862					
.....					
Nov. —, 1875	905.27	To Missouri Pacific R. W. Co.	.....	.....	.....
Jan. 12, 1867					
July 27, 1866	736	{ From Atlantic and Pacific R. R. Co. From Missouri Pacific R. W. Co. From Atchison, Topeka and Santa Fé R. R. Co.	103 37 25	{ Maintenance of roadway and track. Trackage. Nearly \$6,000 per mile per annum. Not given.....	901
.....					
.....					
May 23, 1857	162	From Stillwater and Saint Paul R. R. Co.	13	\$20,000 per annum.....	175
May 22, 1857	1,825.63	To Northern Pacific R. R. Co.	75	Perpetual right to joint use of track; amount equal to gross receipts.	1,825.63
Aug. 1, 1864	107.61	From Fremont, Elkhorn and Missouri Valley R. R. Co.	310.27	20 years. 33½ per cent. of gross earnings and taxes.	417.88
Mar. 2, 1855	311	To Chicago, Milwaukee and Saint Paul R. W. Co.	311	By purchase .....	.....
Dec. 2, 1865	956.24	{ To Central Pacific R. R. Co. From Monterey R. R. Co..	795.35 15.4	{ A new lease was made, January 1, 1880, for five years, at \$250 per mile per month. April 22, 1880. 60 days' notice. \$20,400 per annum.	160.89
.....					

* Undivided half of road from Duluth to Thomson.

TABLE No. 1.—Organ

Names of companies.	Incorporated or consolidated.	Consolidated with—	Previous incorporation.
			Name of company.
Stillwater and Saint Paul R. R. Co.	May 8, 1870	.....	.....
Texas and Pacific R. W. Co.	May 2, 1872	Southern Pacific R. R. Co. (March 21, 1872). Southern Transcontinental R. R. Co. (March 30, 1872). Memphis, El Paso and Pacific R. R. Co. New Orleans Pacific R. W. Co.	Texas Pacific R. R. Co
Union Pacific R. W. Co.....	June 21, 1881 Jan. 26, 1880	Kansas Pacific R. W. Co Denver Pacific R. W. and Telegraph Co. The Kansas Pacific R. W. Co. was successor, June 9, 1863, to Union Pacific R. W. Co., Eastern Division, which was successor to Leavenworth, Pawnee and Western R. R. Co.	Union Pacific R. W. Co..... Kansas Pacific R. W. Co Denver Pacific R. W. and Telegraph Co.
Vicksburg, Shreveport and Pacific R. R. Co.	Dec. 2, 1879	.....	.....
Winona and Saint Peter R. R. Co.	Mar. 10, 1862	.....	Transit R. R. Co
Wisconsin Central R. R. Co.	— —, 1873	.....	.....

ization—Continued.

Previous in- corporation.	Road owned.	Roads leased, controlled, or operated.			Total miles op- erated.
Date.	Miles.	Names.	Miles.	Terms.	
.....	13	To Saint Paul and Duluth R. R. Co.	13	\$20,000 per annum.....
Mar. 3, 1871	1, 395	{ To Missouri Pacific R. W. Co.	{
.....					
July 1, 1862	1, 819. 513	Julesburg Branch.....	151. 20	Operated by the Union Pacific R. W. Co. for the owners. Earnings ap- plied to payment of in- terest on bonds; surplus to income account.	} 4,716.813
Mar. 3, 1869		Omaha and Republican Valley R. R. Co.	160		
—, 1855		Omaha, Niobrara and Black Hills R. R. Co.	84. 10		
—, 1855		Saint Joseph and Western R. R. Co.	251. 70		
Nov. 19, 1867		Marysville and Blue Val- ley R. R. Co.	33		
		Echo and Park City R. R. Co.	32		
		Utah and Northern R. R. Co.	462		
		Colorado Central R. R. Co.	329. 10		
		Denver, South Park and Pacific R. R. Co.	264		
		Lawrence and Emporia R. R. Co.	31		
		Junction City and Fort Kearney R. R. Co.	55. 10		
		Solomon R. R. Co.....	57. 30		
		Salina and Southwestern R. R. Co.	36		
		Denver and Boulder Val- ley R. R. Co.	27. 30		
		Golden, Boulder and Carli- bou R. R. Co.	6		
		Kansas Central R. R. Co...	169		
		Salt Lake and Western R. R. Co.	54		
		Oregon Short Line R. R. Co.	523		
		Greely, Salt Lake and Western R. R. Co.	41		
		Manhattan, Alma and Bur- lingame R. R. Co.	32		
Apr. 18, 1853	117	Nevada Central R. R. Co... To Texas and Pacific R. W. Co.	93 20	To be returned by the Tex- as and Pacific R. W. Co. January 1, 1885, in good running order, equipped with 3 locomotives, 1 coach, 1 baggage, 1 box, and 18 flat cars.	97
Mar. 3, 1855	319. 96	Owned and operated by Chicago and Northwest- ern R. W. Co.	.....	
.....	326. 73	{ From Chicago, Milwan- kee and Saint Paul R. W. Co.	9	Use of track.....	} 400. 13
.....		{ From Milwaukee and Northern R. R. Co.	124. 41	37½ per cent. gross earn- ings.	

TABLE NO. 2.—

Name of company now operating.	Name of railroad aided.	Year ending—	No. of stockholders.
Atlantic and Pacific	Atlantic and Pacific	June 30, 1883	41
Atchison, Topeka and Santa Fé.....	Atchison, Topeka and Santa Fé.....	Dec. 31, 1882	.....
	Kansas City, Lawrence and Southern Kansas.		
Burlington and Missouri River in Nebraska.	Burlington and Missouri River in Nebraska (no report).		
Central Pacific.....	Central Pacific	June 30, 1883	.....
	Western Pacific		
	California and Oregon		
	Southern Pacific		
Chicago, Burlington and Quincy ...	Burlington and Missouri River in Iowa (no report).		
Chicago, Milwaukee and Saint Paul.	Minnesota Central.....	Dec. 31, 1881	.....
	Southern Minnesota		
	McGregor and Missouri River		
	Hastings and Dakota		
Chicago and Northwestern	Chicago and Northwestern.....	June 30, 1883	573
	Cedar Rapids and Missouri River	Dec. 31, 1881	(*)
	Winona and Saint Peter		
Chicago, Saint Paul, Minneapolis and Omaha.	Saint Paul and Sioux City	Dec. 31, 1881	.....
	Sioux City and Saint Paul		
	West Wisconsin		
	North Wisconsin		
Chicago, Rock Island and Pacific ..	Mississippi and Missouri River.....	June 30, 1883	2, 235
Hannibal and Saint Joseph	Hannibal and Saint Joseph	Dec. 31, 1882	.....
Illinois Central	Dubuque and Sioux City.....	June 30, 1882	.....
	Iowa Falls and Sioux City	June 30, 1883	505
Little Rock and Fort Smith.....	Little Rock and Fort Smith.....	Dec. 31, 1881	.....
Memphis and Little Rock.....	Memphis and Little Rock	June 30, 1883	.....
Missouri Pacific	Central Branch Union Pacific.....	Dec. 31, 1882	26
	Cairo and Fulton (see Iron Mountain)		
	Southwest Branch of Pacific of Missouri.....	Dec. 31, 1881	.....
	Saint Louis, Iron Mountain and Southern.....	Dec. 31, 1881	.....
	Missouri, Kansas and Texas	June 30, 1883	.....
	Texas and Pacific	June 30, 1883	686
Northern Pacific.....	Northern Pacific.....	June 30, 1882	6, 000
	Lake Superior and Mississippi River		
	Western of Minnesota.....		
Oregon and California	Saint Paul and Pacific	June 30, 1883	45
	Oregon and California		
	Oregon Central		
Saint Louis and San Francisco.....	Southwest Branch of Pacific of Missouri.....	June 30, 1883	.....
	Atlantic and Pacific		
Saint Paul and Duluth.....	Lake Superior and Mississippi River	June 30, 1883	1, 000
	Stillwater and Saint Paul		
Saint Paul, Minneapolis and Manitoba.	Saint Paul and Pacific	June 30, 1881	.....
Sioux City and Pacific	Sioux City and Pacific	June 30, 1883	84
Southern Pacific	Southern Pacific of California, Arizona, and New Mexico.	June 30, 1883	36
Union Pacific	Union Pacific.....	June 30, 1883	5, 744
	Kansas Pacific.....		
	Denver Pacific.....		
	Saint Joseph and Denver City		

NOTE No. 1.—Northern Pacific Railroad Company—capital stock reduced to \$90,749,463.90.

* Chicago and Northwestern Railway Company.

Ownership.

Par value of stock.	Capital stock authorized.	Capital stock issued.			Difference.	
		Common.	Preferred.	Total.	Increase or decrease.	Amount.
\$100 00	\$100,000,000 00	.....	.....	\$51,510,300 00	.....	.....
100 00	68,000,000 00	\$56,906,700 00	.....	56,906,700 00	Increase ..	\$9,772,800 00
.....
100 00	100,000,000 00	59,275,500 00	.....	59,275,500 00	.....	.....
.....
100 00	.....	14,401,483 00	\$20,404,281 00	34,805,744 00	.....	.....
100 00	.....	6,850,400 00	769,600 00	7,620,000 00	.....	.....
100 00	5,000,000 00	2,300,000 00	.....	2,300,000 00	.....	.....
100 00	.....	.....	.....	27,054,166 66	.....	.....
100 00	50,000,000 00	41,960,000 00	.....	41,960,000 00	.....	.....
100 00	.....	9,168,700 00	5,083,024 00	14,251,724 00	.....	.....
100 00	5,000,000 00	.....	.....	5,000,000 00	.....	.....
100 00	6,000,000 00	4,625,000 00	.....	4,625,000 00	.....	.....
100 00	.....	.....	.....	4,505,308 58	.....	.....
100 00	3,000,000 00	.....	.....	1,500,000 00	.....	.....
100 00	1,000,000 00	.....	.....	1,000,000 00	.....	.....
100 00	.....	.....	.....	29,955,000 00	.....	.....
100 00	26,500,000 00	22,084,115 00	.....	22,084,115 00	.....	.....
100 00	46,417,567 00	.....	.....	46,417,567 00	.....	.....
100 00	50,000,000 00	.....	.....	32,158,600 00	Increase ..	4,080,900 00
100 00	100,000,000 00	49,000,000 00	51,000,000 00	100,000,000 00	.....	See Note No. 1.
100 00	19,000,000 00	7,000,000 00	12,000,000 00	19,000,000 00	.....	.....
100 00	25,000,000 00	10,500,000 00	†14,500,000 00	25,000,000 00	.....	.....
100 00	12,000,000 00	4,055,407 51	5,036,767 60	9,092,175 11	.....	.....
100 00	.....	.....	.....	15,000,000 00	.....	.....
100 00	6,000,000 00	1,899,400 00	169,000 00	2,068,400 00	.....	.....
100 00	90,000,000 00	44,039,100 00	.....	44,039,100 00	Increase ..	3,765,200 00
100 00	100,000,000 00	.....	.....	61,000,000 00	.....	.....

† 1st preferred, \$4,500,000; 2d preferred, \$10,000,000.

TABLE No. 3.—

Name of company now operating.	Name of railroad aided.	President.	Vice-president.
Atlantic and Pacific	Atlantic and Pacific	Henry C. Nutt....	E. F. Winslow
Atchison, Topeka and Santa Fé.	Atchison, Topeka and Santa Fé.	William B. Strong.	A. E. Touzalin .
Do.....	Kansas City, Lawrence and Southern Kansas.		
Central Pacific Railroad	Central Pacific	Leland Stanford ..	C. P. Huntington..
Do.....	Western Pacific		
Do.....	California and Oregon		
Do.....	Southern Pacific (Southern Division).		
Chicago, Burlington and Quincy Railroad.	Burlington and Missouri River in Iowa.	C. E. Perkins	J. C. Peasley
Do.....	Burlington and Missouri River in Nebraska.		
Chicago, Milwaukee and Saint Paul Railway.	Minnesota Central.....	Alexander Mitchell	Julius Wadsworth
Do.....	Southern Minnesota		
Do.....	McGregor and Missouri River		
Do.....	Hastings and Dakota		
Chicago and Northwestern Railway.	Chicago and Northwestern	Albert Keep	M. L. Sykes.....
Do.....	Cedar Rapids and Missouri River.		
Do.....	Winona and Saint Peter		
Chicago, Saint Paul, Minneapolis and Omaha Railway.	Saint Paul and Sioux City ..	Marvin Hughitt ..	M. L. Sykes.....
Do.....	Sioux City and Saint Paul		
Do.....	West Wisconsin		
Do.....	North Wisconsin		
Chicago, Rock Island and Pacific Railway.	Mississippi and Missouri River.	R. R. Cable	A. Kimball
Hannibal and Saint Joseph Railroad.	Hannibal and Saint Joseph ..	C. E. Perkins	William Dowd....
Illinois Central Railroad.....	Dubuque and Sioux City	James C. Clarke ..	William K. Ackerman.
Do.....	Iowa Falls and Sioux City		
Little Rock and Fort Smith Railway.	Little Rock and Fort Smith..	J. H. Converse	
Memphis and Little Rock Railroad.	Memphis and Little Rock	E. K. Sibley, receiver.	
Missouri Pacific Railway	Central Branch Union Pacific	Jay Gould	R. S. Hayes
Do.....	Saint Louis, Iron Mountain and Southern.		T. T. Eckert
Do.....	Missouri, Kansas and Texas		N. L. McCready ..
Do.....	Texas and Pacific		Jno. C. Brown....
Northern Pacific Railroad	Northern Pacific	Henry Villard	T. F. Oakes.....
Do.....	Lake Superior and Mississippi River.		
Do.....	Western of Minnesota		
Do.....	Saint Paul and Pacific		
Oregon and California	Oregon and California	Henry Villard	R. Koehler.....
Do.....	Oregon Central		
Saint Louis and San Francisco Railway.	Southwest Branch of Pacific of Missouri.	E. F. Winslow	C. W. Rogers
Do.....	Atlantic and Pacific		
Saint Paul and Duluth Railroad.	Lake Superior and Mississippi River.	James Smith, jr ..	W. H. Rhawn.....
Do.....	Stillwater and Saint Paul		
Saint Paul, Minneapolis and Manitoba Railway.	Saint Paul and Pacific.....	J. J. Hill.....	J. S. Kennedy
Sioux City and Pacific Railroad	Sioux City and Pacific	Oliver Ames	D. C. Blair
Southern Pacific Railroad.....	Southern Pacific (Northern Division).	Charles Crocker ..	C. F. Crocker ...
Do.....	Southern Pacific (Southern Division).		
Union Pacific Railway.....	Union Pacific.....	Sidney Dillon	Elisha Atkins
Do.....	Kansas Pacific.....		
Do.....	Denver Pacific.....		
Do	Saint Joseph and Denver City ..		
Wisconsin Central.....	Portage, Winnebago and Lake Superior.	Charles L. Colby..	E. H. Abbott.....

Officers.

Secretary.	Treasurer.	General executive officer.	General accounting officer.
.....	C. S. Tuckerman	F. W. Smith, general super- intendent.	D. L. Gallup, auditor.
Edward Wilder....	Edward Wilder.....	C. C. Wheeler, general man- ager.	John P. Whitehead, comp- troller.
.....
E. H. Miller, jr	Timothy Hopkins ..	A. N. Towne, general man- ager.	William H. Porter, general auditor.
.....
.....
H. W. Weiss	J. C. Peasley	T. J. Potter, general man- ager.	J. L. Lathrop, general au- ditor.
A. G. Stanwood	E. E. Pratt.....	G. W. Holdrege, general manager.	C. D. Dorman, general au- ditor.
P. M. Myers	R. D. Jennings.....	S. S. Merrill, general man- ager.	J. P. Whaling, general au- ditor.
.....
M. L. Sykes.....	M. L. Sykes.....	Marvin Hughitt, general manager.	M. M. Kirkman, comptroller.
.....
C. W. Porter	M. L. Sykes.....	C. F. Hatch, general super- intendent.	H. A. Gray, auditor.
.....
F. H. Tows	F. H. Tows.....	R. R. Cable, general man- ager.	W. G. Purdy, local treasurer.
J. A. Hilton.....	W. J. Hilton	John B. Carson, general manager.	C. W. Winalow, auditor.
L. A. Catlin.....	L. V. F. Randolph...	E. T. Jeffery, general super- intendent.	J. C. Welling, auditor.
.....
J. W. Gay	J. Kampman	Theodore Hartman, general superintendent.	H. G. Allis, auditor.
.....	.....	H. G. Fleming, superintend- ent.	C. H. Dolbeer, auditor.
A. H. Calef	A. H. Calef.....	H. M. Hoxie, traffic man- ager.	C. G. Warner, general au- ditor.
S. D. Barlow .....	.....	.....	.....
H. B. Henson	H. B. Henson .....	.....	.....
C. E. Satterlee	C. E. Satterlee .....	.....	.....
Samuel Wilkeson ..	R. L. Belknap.....	T. F. Oakes, general man- ager.	J. A. Barker, general au- ditor.
.....
.....
G. H. Andrews	G. H. Andrews.....	R. Koehler, manager .....	.....
T. W. Lillie	T. W. Lillie.....	C. W. Rogers, general man- ager.	A. Douglas, auditor.
.....	.....	H. P. Breed, general super- intendent.	.....
.....
Edward Sawyer....	Edward Sawyer.....	A. Manvel, general manager.	A. H. Bode, comptroller.
P. E. Hall.....	D. P. Kimb.....	P. E. Hall, general manager.	Henry V. Ferguson, auditor.
J. L. Wilcutt.....	N. T. Smith	A. C. Bassett, superintend- ent.	Charles J. Robinson, auditor.
.....
Henry McFarland ..	Henry McFarland ..	S. H. H. Clark, general man- ager.	Erastus Young, auditor.
.....
.....	.....	F. N. Finney, general man- ager.	James Barker, auditor.

TABLE No. 4.—

Names of companies.	Opened for public use.	Length of main track owned.			Weight of rail per yard.		Length of side track.
		Steel.	Iron.	Total.	Steel.	Iron.	
		Miles.	Miles.	Miles.	Lbs.	Lbs.	
Atchison, Topeka and Santa Fé	Aug. 1, 1870	466	5	471	52-61	56	335
Atlantic and Pacific	Oct. 21, 1883	559		559	56	56	41
Cedar Rapids and Missouri River*	Aug. 1, 1866			274			
Central Branch Union Pacific	Oct. 1, 1868		100	100		50-56	
Central Pacific	May 10, 1869	841	363	1,204	50-60	50-56	305
Chicago, Burlington and Quincy*	Aug. 1, 1860						
Chicago, Milwaukee and Saint Paul*	Dec. 1, 1872						
Chicago, Saint Paul, Minneapolis and Omaha*	Dec. 1, 1872						
Dubuque and Sioux City	Apr. 1, 1861	83	60	143			22
Hannibal and Saint Joseph*	—, 1859						
Iowa Falls and Sioux City	Apr. 1, 1870		184	184		60	15
Little Rock and Fort Smith*	Jan., —, 1871						
Memphis and Little Rock*							
Northern Pacific	Aug. 11, 1877	1,460	142	1,602	56	56-56	179
Oregon and California	Dec. 25, 1869	171	188	359	50-56	50-56	27
Saint Louis and San Francisco*	Sept. 1, 1871						
Saint Louis, Iron Mountain and Southern	Feb. 22, 1869	490		490	56-63	50-56	151
Saint Paul and Duluth	Aug. 1, 1870	115	50	174	56-60	56	39
Saint Paul, Minneapolis and Manitoba*	Nov. 20, 1871						
Sioux City and Pacific	Oct. 1, 1868	11	91	102	60	56	16
Southern Pacific	Aug. 11, 1877	501	456	957	50-60	56	99
Texas and Pacific*	Aug. 11, 1876						
Union Pacific	May 10, 1869	1,433	382	1,815	52-60	50-56	336
Wisconsin Central*	Nov. 20, 1876						
Winona and Saint Peter*	Apr. 1, 1878						

* Not reported.

TABLE No. 5.—

Names of the companies.	Date.	Miles of road owned.	Cost of road and equipment.
Atchison, Topeka and Santa Fe	Dec. 31, 1882	470. 58	\$27, 772, 429 80
Cedar Rapids and Missouri River	June 30, 1883	274. 01	11, 473, 921 18
Central Branch Union Pacific	Dec. 31, 1882	100. 00	6, 022, 265 22
Central Pacific	June 30, 1883	1, 204. 47	142, 470, 849 50
Chicago, Burlington and Quincy	Dec. 31, 1882	3, 237. 84	123, 493, 120 86
Chicago, Rock Island and Pacific	June 30, 1883	1, 117. 19	58, 472, 198 72
Hannibal and Saint Joseph	Dec. 31, 1882	291. 63	20, 257, 333 40
Iowa Falls and Sioux City	June 30, 1883	182. 09	7, 585, 000 00
Missouri, Kansas and Texas	June 30, 1883	1, 300. 00	67, 097, 790 75
Northern Pacific	June 30, 1883	1, 061. 79	149, 003, 519 20
Oregon and California	June 30, 1883	370. 20	17, 552, 743 36
Saint Louis and San Francisco	June 30, 1883	724. 75	47, 438, 514 91
Saint Paul and Duluth	June 30, 1883	173. 00	.....
Sioux City and Pacific	June 30, 1883	107. 42	5, 450, 897 44
Southern Pacific	June 30, 1883	956. 65	77, 922, 678 07
Texas and Pacific	June 30, 1883	1, 389. 87	60, 062, 000 51
Union Pacific	June 30, 1883	1, 819. 51	157, 102, 114 02

Cost and equipment.

Cost per mile.	Number of locomotives.	Number of cars.								Total.
		Passenger.	Sleeping.	Baggage, mail, and express.	Box and stock.	Platform and coal.	Miscellaneous.	Caboose.	Hand and push.	
\$59,032 32	348	110	59	70	5,265	3,993	32	113	810	10,452
41,874 09										
60,202 05	30	17		8	451	105	3	17		601
121,605 27	236	226	41	59	2,553	2,013	186	95	491	5,664
41,229 06	522	13	1	339		*18,344	21	257	1,552	20,527
52,348 89	810	130	25	49	5,475	1,825	668	168		8,340
69,757 67	78	49			1,724		4		125	1,902
41,292 39										
49,711 61	145	52	5	30	3,213	907	60	83		4,350
90,079 68	289	188	21	62	3,598	3,048	53	183	125	7,228
47,433 12	27	19		10	375	184	30	6		624
65,455 00	86	36	3	18	1,697	1,020	9	46		2,829
		17	3	10	640	221	7	19	110	1,027
50,827 56	12	11		5	107	48	7	10	122	310
81,459 96	67	97	1	17	115	1,509	36	19	224	2,018
43,319 22	165	63		24	1,530	1,347	84	58		3,106
86,343 03	340	160	3	85	4,616	2,050	70	191		7,175

* Including box and stock.

TABLE No. 6.—Statistics of
UNION PACIFIC

Character of bond.	Payable in—	Rate per cent.	Interest payable—	Date of issue.
UNION DIVISION.				
First mortgage.....	Gold.....	6	Jan. 1 and July 1..	Jan. 1, 1866, to July, 1869.
Land-grant mortgage (first mortgage)....	Currency..	7	Apr. 1 and Oct. 1..	Apr., 1867, to 1869.
Omaha Bridge mortgage (first mortgage)...	Gold.....	8	do	Apr. 1, 1871
Sinking fund mortgage (first mortgage)...	Currency..	8	Mar. 1 and Sept. 1..	Mar. 1, 1874
United States subsidy (second mortgage)...	Currency..	6	Jan. 1 and July 1..	Jan., 1866, to July, 1869.
Collateral trust	Currency..	6	.....	1879
Trust five per cent.....	.....	5	June 1 and Dec. 1..	1863
Total Union Division .....	.....	.....	.....	.....
KANSAS DIVISION.				
First mortgage, Eastern Division	Gold.....	6	Feb. 1 and Aug. 1..	Aug. 15, 1865
First mortgage, Middle Division	Gold.....	6	June 1 and Dec. 1..	June 1, 1866
First mortgage, Denver Extension.....	Gold.....	7	May 1 and Nov. 1..	June 20, 1869
Land grant (first mortgage).....	Currency..	7	Mar. 1 and Sept. 1..	Mar. 1, 1865
Land grant	Gold.....	7	Jan. 1 and July 1..	July 1, 1870
Land grant (second mortgage).....	Gold.....	7	Mar. 1 and Sept. 1..	Aug., 1871
Leavenworth Branch (first mortgage)....	Currency..	7	May 1 and Nov. 1..	Jan. 1, 1866
Funding interest certificates	Currency..	6	.....	Jan. 11, 1875
Income mortgage (subordinated).....	Currency..	7	Mar. 1 and Sept. 1..	July 1, 1866
Funding mortgage	Currency..	10	Apr. 1 and Oct. 1..	Oct. 2, 1876
United States subsidy bonds	Currency..	6	Jan. 1 and July 1..	Oct., 1865, to Oct., 1868.
First mortgage, Cheyenne Branch	Currency..	7	.....	Apr. 10, 1869
Coupon certificates	Currency..	6	Jan. 1 and July 1..	July 1, 1879
Consolidated (Kansas Division)	Currency..	6	May 1 and Nov. 1..	May 1, 1879
Total Kansas Division .....	.....	.....	.....	.....
Grand total .....	.....	.....	.....	.....

CENTRAL PACIFIC

First mortgage, E, F, G, H, and I.....	Gold.....	6	Jan. 1 and July 1..	Jan. 1, 1867, to Jan. 1, 1868.
Western Pacific (old issue)	Gold.....	6	June 1 and Dec. 1..	Dec. 1, 1865
First mortgage, Western Pacific, A	Gold.....	6	Jan. 1 and July 1..	July 1, 1869
First mortgage, Western Pacific, B.....	Gold.....	6	do	do
California and Oregon (1st mortgage), A ..	Gold.....	6	do	Jan. 1, 1868
Central Pacific, California and Oregon Division.	Gold.....	6	do	Jan. 1, 1872
San Francisco, Oakland and Alameda.....	Gold.....	8	do	July 1, 1870
San Joaquin Valley (1st mortgage).....	Gold.....	6	Apr. 1 and Oct. 1..	Oct. 1, 1870
Income bonds .....	.....	8	May 1 and Nov. 1..	May 1, 1878
Land-grant mortgage	Gold.....	6	Apr. 1 and Oct. 1..	Oct. 1, 1870
United States subsidy bonds, Central Pacific.	Currency..	6	Jan. 1 and July 1..	Jan., 1865, to July, 1869.
United States subsidy bonds, Western Pacific.	Currency..	6	do	Jan., 1867, to Jan., 1870.
Convertible	Gold.....	7	do	Dec. 1, 1862
California State aid	Gold.....	7	do	July 1, 1864
First mortgage, A, B, C, and D	Gold.....	6	do	July 1, 1865, to July 1, 1866.

bonded debt, June 30, 1882.

RAILWAY COMPANY.

Term in years.	Amount issued.	Amount outstanding.	Annual interest payment.	Secured by—	Par value.
30	\$27, 237, 000 00	\$27, 229, 000 00	\$1, 633, 740 00	Road and franchise	\$1, 000 00
20	10, 400, 000 00	4, 623, 000 00	323, 610 00	Granted lands.....	1, 000 00
25	2, 500, 000 00	1, 805, 000 00	144, 400 00	Bridge	1, 000 00
20	14, 470, 000 00	13, 861, 000 00	1, 108, 880 00	Road, franchises, and lands	1, 000 00
30	27, 236, 512 00	27, 236, 512 00	1, 634, 190 72	United States	1, 000 00
20	.....	4, 852, 000 00	291, 120 00	.....	.....
24	.....	2, 499, 000 00	.....	.....	.....
.....	81, 843, 512 00	82, 105, 512 00	5, 135, 940 72	.....	.....
30	2, 240, 000 00	2, 240, 000 00	134, 400 00	140 miles, main line, property, and income.	1, 000 00
30	4, 063, 000 00	4, 063, 000 00	234, 780 00	254 miles main line, property, and income.	1, 000 00
30	6, 500, 000 00	6, 125, 000 00	428, 750 00	244 miles main line, property, and income.	1, 000 00
5-10	500, 000 00	76, 050 00	5, 323 50	Granted lands.....	1, 000 00
10	2, 000, 000 00	.....	.....	2,000,000 acres granted lands	250 00
15	1, 500, 000 00	1, 000 00	70 00	.....do.....	500 00
30	600, 000 00	67, 000 00	4, 690 00	34 miles branch road and franchises.	1, 000 00
.....	.....	.....	.....	Income	1, 000 00
50	4, 275, 350 00	806, 350 00	66, 444 50	.....do.....	100 00
3	1, 500, 000 00	.....	.....	Under control of the company	250 00
20	6, 303, 000 00	6, 303 000 00	378, 180 00	United States	1, 000 00
20	2, 222, 000 00	47, 000 00	3, 290 00	.....	.....
20	2, 202, 847 62	13, 580 00	814 80	Secured by mortgage bonds of cer- tain railroads.	1, 000 00
40	15, 450, 005 00	15, 640, 000 00	938, 400 00	\$24,000,000 on 673 miles of road, property, and franchises.	1, 000 00
.....	49, 356, 202 62	35, 381, 980 00	2, 185, 142 80	.....	.....
.....	181, 199, 714 62	117, 487, 492 00	7, 321, 083 52	.....	.....

RAILROAD COMPANY.

30	\$19, 505, 000 00	\$19, 505, 000 00	\$1, 170, 300 00	Road and franchises east of east line of State.	\$1, 000 00
30	112, 000 00	112, 000 00	6, 720 00	Road and franchises 100 miles east of San José.	1, 000 00
20	1, 858, 000 00	1, 858, 000 00	111, 480 00	Road and franchises between Sac- ramento and San José.	1, 000 00
20	765, 000 00	765, 000 00	45, 900 00	Road and franchises between Sac- ramento, Oakland, and San José.	1, 000 00
30	6, 000, 000 00	6, 000, 000 00	360, 000 00	Road and franchises from Central Pacific to Oregon State line.	1, 000 00
30	2, 080, 000 00	2, 080 000 00	124, 800 00	.....do.....	1, 000 00
20	687, 000 00	687, 000 00	54, 960 00	Property, franchises, and income...	1, 000 00
20	6, 080, 000 00	6, 080, 000 00	364, 800 00	Road and franchises between La- throp and Visalia.	1, 000 00
10	3, 285, 000 00	3, 285, 000 00	262, 800 00	Income of road.....	.....
20	10, 000, 000 00	5, 375, 000 00	322, 500 00	Lands granted by the United States	1, 000 00
30	25, 885, 120 00	25, 885, 120 00	1, 553, 107 20	United States	1, 000 00
30	1, 970, 560 00	1, 970, 560 00	118, 233 60	.....do.....	1, 000 00
20	1, 500, 000 00	7, 000 00	490 00	50 miles of road east of Sacramento.	1, 000 00
20	1, 500, 000 00	1, 500, 000 00	(*)	Road from Sacramento to State line.	1, 000 00
20	6, 378, 000 00	6, 378, 000 00	382, 680 00	Road and franchises between Sacra- mento and east line of the State.	1, 000 00
.....	87, 605, 680 00	81, 487, 680 00	4, 878, 770 80	.....	.....

* Paid by State of California.

TABLE No. 6.—Statistics of bonded

CENTRAL BRANCH UNION

Character of bond.	Payable in—	Rate per cent.	Interest payable—	Date of issue.
First mortgage.....	Gold.....	6	May 1 and Nov. 1..	May, 1865.....
Funded interest bonds.....	.....	7	Apr. 1 and Oct. 1..	Apr. 1, 1879.....
United States subsidy bonds.....	Currency.....	6	Jan. 1 and July 1..	July, 1866, to Jan., 1868.

SIOUX CITY AND PACIFIC

First mortgage.....	Gold.....	6	Jan. 1 and July 1..	Jan. 1, 1868.....
United States subsidy bonds.....	Currency.....	6	... do	Mar. 10, 1868.....
Equipment bonds.....	.....	6	.....	Mar. 30, 1868.....
				Mar. 3, 1869.....
				Mar. 1, 1883.....

debt, June 30, 1882—Continued.

PACIFIC RAILROAD COMPANY.

Term in years.	Amount issued.	Amount outstanding.	Annual interest payment.	Secured by—	Par value.
30	\$1,600,000 00	\$1,600,000 00	\$98,000 00	100 miles of road and franchises....	\$1,000 00
16	630,000 00	630,000 00	44,100 00	.....	1,000 00
30	1,600,000 00	1,600,000 00	96,000 00	United States	1,000 00
	3,830,000 00	3,830,000 00	235,281 00		

RAILROAD COMPANY.

30	\$1,628,000 00	\$1,628,000 00	\$97,680 00	101 ¹¹ / ₁₀₀ miles of road and franchises.....	
30	{ 792,000 00	{ 1,628,320 00	97,699 20	United States	
	{ 320,000 00				
	{ 516,320 00				
13	519,000 00	519,000 00	81,140 00	.....
	3,775,320 00	3,775,320 00	226,519 20		

TABLE No. 8.—Expenditures.

Name of railroad company.	Number of miles operated.	Year ending—	Gross operating expenses.	Rentals of leased lines.	Interest paid on first-mortgage bonds.	Dividends on capital stock.	Miscellaneous payments.	Operations for the year.	
								Total.	Surplus. Deficit.
Atlantic and Pacific	No report								
Atchison, Topeka and Santa Fe	1,815.40	Dec. 31, 1882	\$8,637,256 43	\$8,919 68	\$492,870 00	\$3,324,793 50	\$6,904,166 98	\$19,268,006 59	\$2,629,677 35
Burlington and Missouri River (in Nebraska)	No report								
Central Pacific	3,069.27	June 30, 1883	12,612,012 66	4,295,112 53	3,243,281 67	3,556,530 00	2,982,142 46	26,689,079 32	1,180,792 54
Chicago, Burlington and Quincy	3,099.43	Dec. 31, 1882	11,243,963 00	148,771 80	3,883,788 90	5,023,599 24	1,381,442 50	21,721,565 44	\$1,611,463 16
Central Branch Union Pacific	100.00	Dec. 31, 1882	319,305 99		96,000 00		74,928 54	490,234 53	38,504 05
Cedar Rapids and Missouri River	274.01	June 30, 1883	1,534,846 87		252,980 00	464,896 00	80,006 30	2,382,729 17	835,562 50
Chicago, Milwaukee and Saint Paul	No report								
Chicago, Saint Paul, Minneapolis and Omaha	No report								
Chicago, Rock Island and Pacific	1,380.00	June 30, 1883	6,954,437 55		600,000 00	Not reported	1,016,913 54	8,571,351 09	4,101,578 93
Dubuque and Sioux City	142.89	Dec. 31, 1882	570,872 57	393,234 84					
Iowa Falls and Sioux City	183.69	Dec. 31, 1882	461,419 50	254,622 12					
Hannibal and Saint Joseph	292.35	Dec. 31, 1882	1,375,776 35		653,620 00		44,802 27	2,074,198 62	585,747 44
Little Rock and Fort Smith	No report								
Memphis and Little Rock	135.00	June 30, 1883	811,618 22						
Missouri, Kansas and Texas	1,229.40	Dec. 31, 1882	4,256,915 42	42,534 00	2,378,821 68		191,059 05	6,869,330 15	212,103 32
Northern Pacific	1,497.00	June 30, 1883	5,004,165 94	242,763 83	1,814,756 29	139,224 63	*21,061,063 90	28,351,974 59	284,219 67
Oregon and California	336.05	June 30, 1883	790,735 98		360,000 00		†3,430,393 89	4,581,129 87	1,115,147 17
Saint Louis, Iron Mountain and Southern	858.46	June 30, 1883	4,302,818 44						
Saint Louis and San Francisco	676.79	Dec. 31, 1882	1,501,847 84						
Saint Paul and Duluth	174.00	June 30, 1883	893,051 64						
Saint Paul, Minneapolis and Manitoba	No report								
Sioux City and Pacific	107.42	June 30, 1883	495,821 51		97,680 00	11,930 00	141,396 91	746,828 42	93,619 13
Southern Pacific	836.56	June 30, 1883	1,184,167 25		1,786,500 00		†13,700,599 82	16,671,267 07	13,040,567 26
Texas and Pacific	1,470.00	June 30, 1883	5,642,130 16		2,198,105 00		§11,496,986 89	19,337,222 05	1,003,400 36
Union Pacific	1,818.80	June 30, 1883	9,824,707 76		5,237,639 16	4,260,795 00	3,747,036 63	23,070,176 55	1,313,454 09
Wisconsin Central	No report								
Winona and Saint Peter	No report								

* Including \$18,384,872.42 construction expenditures.

† Including \$3,256,592.11 construction and equipment.

‡ Including \$13,549,819.49 construction and equipment.

§ Including \$10,487,268.80 construction and equipment.

TABLE No. 9.—Operations

	Name of company now operating.	Name of railroad aided.	Date of act of Congress making grant.
1	Atlantic and Pacific	Atlantic and Pacific	July 27, 1866
2	Atchison, Topeka and Santa Fé ..	Atchison, Topeka and Santa Fé.	March 3, 1863
3	.....do	Kansas City, Lawrence and Southern Kansas.	.....do
4	Burlington and Missouri River (in Nebraska).	Burlington and Missouri River (in Nebraska).	July 2, 1864
5	Central Pacific	Central Pacific	July 1, 1862; July 2, 1864.....
6	.....do	Western Pacific .....	.....do
7	.....do	California and Oregon	July 25, 1866
8	.....do	Southern Pacific (Southern Division).	July 27, 1866; March 3, 1871..
9	Chicago, Burlington and Quincy..	Burlington and Missouri River (in Iowa).	May 13, 1856; June 2, 1864.....
10	Chicago, Milwaukee and Saint Paul	Minnesota Central.....	March 3, 1857; March 3, 1865; July 13, 1866.
11	.....do	Southern Minnesota	July 4, 1866; July 13, 1866.....
12	.....do	McGregor and Missouri River	May 12, 1864
13	.....do	Hastings and Dakota	July 4, 1866; July 13, 1866 ..
14	Chicago and Northwestern	Chicago and Northwestern ..	June 3, 1856; April 25, 1862; March 3, 1865; March 3, 1869.
15	.....do	Cedar Rapids and Missouri River.(c)	May 15, 1856; June 2, 1864 ..
16	.....do	Winona and Saint Peter	March 3, 1857; March 3, 1865; July 13, 1866; Jan. 10, 1873.
17	Chicago, Saint Paul, Minneapolis and Omaha.	Saint Paul and Sioux City ...	March 3, 1857; May 12, 1864; March 3, 1865; July 13, 1866.
18	.....do	Sioux City and Saint Paul ...	May 12, 1864; July 13, 1866.....
19	.....do	West Wisconsin	June 3, 1856; May 5, 1864.....
20	.....do	North Wisconsin .....	.....do
21	Chicago, Rock Island and Pacific.	Mississippi and Missouri River.	May 15, 1856; June 2, 1864 ..
22	Hannibal and Saint Joseph	Hannibal and Saint Joseph..	June 10, 1852.....
23	Illinois Central	Dubuque and Sioux City ...	May 15, 1856; June 2, 1864.....
24	.....do	Iowa Falls and Sioux City...	May 15, 1856
25	Little Rock and Fort Smith.....	Little Rock and Fort Smith..	February 9, 1853; July 28, 1866.
26	Memphis and Little Rock	Memphis and Little Rock .....	.....do
27	Missouri Pacific	Central Branch Union Pacific	July 1, 1862; July 2, 1864.....
28	.....do	Cairo and Fulton	February 9, 1853; July 25, 1866.
29	.....do	Southwest Branch of Pacific of Missouri.	July 10, 1852. (See Saint Louis and San Francisco.)
30	.....do	Saint Louis, Iron Mountain and Southern.	February 9, 1853; July 4, 1866; July 28, 1866.
31	.....do	Missouri, Kansas and Texas.	March 3, 1863; July 1, 1864; July 25, 1866; July 28, 1866.
32	Northern Pacific	Northern Pacific	July 2, 1864; joint res. May 31, 1870.
33	.....do	Lake Superior and Mississippi River (f)	May 5, 1864; July 13, 1866. (See Saint Paul and Duluth.)
34	.....do	Western of Minnesota.....	March 3, 1857; March 3, 1871..
35	.....do	Saint Paul and Pacific (g) ...	March 3, 1857; joint res. July 12, 1862; March 3, 1865; July 13, 1866; March 3, 1871.
36	Oregon and California	Oregon and California	July 25, 1866
37	.....do	Oregon Central	May 4, 1870
38	Saint Louis and San Francisco....	Southwest Branch of Pacific of Missouri.	June 10, 1852. (See Missouri Pacific.)
39	.....do	Atlantic and Pacific	July 27, 1866. (See Atlantic and Pacific.)
40	Saint Paul and Duluth.....	Lake Superior and Mississippi River.	May 5, 1864; July 13, 1866.....
41	.....do	Stillwater and Saint Paul...	March 3, 1857; March 3, 1865; July 13, 1866.
42	Saint Paul, Minneapolis and Manitoba.	Saint Paul and Pacific	March 3, 1857; joint res. July 13, 1862; March 3, 1865; July 13, 1866; March 3, 1871.
43	Sioux City and Pacific.....	Sioux City and Pacific (i)	July 1, 1862; July 2, 1862.....

a In States.

b In Territories.

c All lands sold for \$800,000 to the Iowa Railroad Land Company on September 15, 1869.

d Of this quantity, 317,061.26 acres were conveyed for purchase of the first 105 miles of road.

e See Saint Louis, Iron Mountain and Southern.

f Duluth to Thomson (24 miles) is owned jointly, but operated independently, by the Northern Pacific and Saint Paul and Duluth Railroad Companies.

of the land department.

Number of miles covered by grants.	Number of sections per mile granted.	Estimated number of acres granted.	Number of acres certified or patented to June 30, 1883.	Total sales of land.		
				Date.	Acres.	Amount.
1,755.70	{ 20a 40b }	49,244,803.26	959,206.87	No report ..	.....	.....
470.58	10	3,005,870	2,745,778.47	Dec. 31, 1882	1,162,216.06	\$5,126,989 04
143.22	10	800,000	256,121.67	Dec. 31, 1882	2,090,063.96	7,155,578 93
190.50	20	2,441,600	2,373,290.77	Dec. 31, 1882	1,280,915.35	5,380,352 09
787.50	20	7,997,600	780,879.40	June 30, 1883	(See Southern Pacific.)	.....
123.16	20	1,100,000	446,230.65	Dec. 31, 1882	333,845.86	4,206,446 92
291.00	20	3,724,800	1,337,919.12	No report ..	.....	.....
934.70	.....	.....	.....	.....	.....	.....
279.00	6	948,643	388,697.35	Dec. 31, 1882	333,845.86	4,206,446 92
110.00	10	3,462,403	179,706.01	No report ..	.....	.....
167.05	10		508,781.83			
150.00	10		322,090.19			
75.00	10		312,770.27			
.....	6		545,575.76			
271.60	6	1,298,730	1,142,120.13	June 30, 1881	668,384.23	1,424,574.71
323.22	10	1,852,989	d 1,668,787.90	June 30, 1881	668,384.23	1,424,574.71
121.27	10	1,199,849.07	1,146,306.52	No report ..	.....	.....
122.35	10	551,148.57	407,910.21	June 30, 1883	519,068.54	3,938,539 29
177.50	10	999,983.38	802,816.89	No report ..	.....	.....
42.50	10	1,408,452.69	843,497.56	June 30, 1883	519,068.54	3,938,539 29
317.00	6	1,261,181	643,147.17	No report ..	.....	.....
206.41	6	781,944.83	603,180.34	June 30, 1883	589,141.28	3,234,075 82
142.89	6	1,226,163.05	550,467.96	No report ..	.....	.....
183.69	6		683,023.80	June 30, 1883	589,141.28	3,234,075 82
165.16	10	1,009,296.34	1,056,593.97	No report ..	.....	.....
133.00	10	804,185.80	140,935.09	June 30, 1883	589,141.28	3,234,075 82
100.00	20	245,166	187,447.99	No report ..	.....	.....
(e)	.....	.....	.....	.....	.....	.....
37.00	6	1,161,235.07	.....	.....	.....	.....
514.00	10	4,106,647.30	1,382,410.22	No report ..	.....	.....
183.20	10	1,520,000	984,105.96	June 30, 1883	945,792.82	2,581,195 87
} 2,317.00	{ 20a 40b }	42,000,000	746,390.22	June 30, 1883	4,539,743.11	15,593,156 20
			646,958.49	June 30, 1883	4,539,743.11	15,593,156 20
387.00	{ 5 6 10 }	3,840,000	1,251,046.14	June 30, 1883	Not given	228,794 28
200.00	20		322,062.40	June 30, 1883	Not given	228,794 28
47.50	10	100,000	None	No report ..	.....	.....
37.00	6	.....	728,949.86	June 30, 1883	Not given	1,304,168 18
203.00	6	.....	.....	No report ..	.....	.....
156.00	10	920,000	860,564.09	June 30, 1883	Not given	1,304,168 18
13.00	10		.....	No report ..	.....	.....
387.00	10	4,723 638.95	1,258,428.99	June 30, 1883	Not given	1,304,168 18
101.77	10	41,398.23	41,398.23	Apr. 15, 1875	41,398.23	200,000 00

g The Northern Pacific Railroad Company has the perpetual right of way from Saint Paul to Sauk Rapids (75½ miles) over this road.

h See Saint Louis and San Francisco, No. 38.

i All lands, lots, and land assets of this road were sold April 15, 1875, to the Missouri Valley Land Company for \$200,000.

TABLE No. 9.—Operations of the

Name of company now operating.		Name of railroad aided.	Date of act of Congress making grant.
44	Southern Pacific.....	Southern Pacific (Northern Division).	July 27, 1866; March 3, 1871...
45	do	Southern Pacific (Southern Division).	do
46	Texas and Pacific.....	Texas Pacific.....	March 3, 1871
47	do	North Louisiana and Texas..	June 3, 1856.....
48	Union Pacific.....	Union Pacific.....	July 1, 1862; July 2, 1864.....
49	do	Kansas Pacific.....	do
50	do	Denver Pacific.....	July 1, 1862; July 2, 1864; March 3, 1869.
51	do	Saint Joseph and Denver City	July 23, 1866
52	Wisconsin Central.....	Portage, Winnebago and Lake Superior.	May 5, 1864

land department—Continued.

Number of miles cov- ered by grants.	Number of sections per mile granted.	Estimated number of acres granted.	Number of acres cer- tified or patented to June 30, 1883.	Total sales of land.		
				Date.	Acres.	Amount.
934.70	20	11,964,160	1,145,162.38	June 30, 1883	574,762.14	\$1,785,473.78
870.00	<div>10a 20b</div>	.....	None	No report .....	.....	.....
.....	6	610,880	353,212.68		.....	.....
1,038.68	20	12,000,000	1,954,523.08		.....	.....
638.60	20	6,000,000	963,714.03		.....	.....
106.00	20	1,100,000	164,721.51		.....	.....
227.00	10	1,700,000	462,373.24	No report ..	.....	.....
256.37	10	1,800,000	642,149.47		.....	.....
.....	.....	178,952,688.54	34,941,480.38	.....	.....	.....

a In States. b In Territories.

FORMS OF REPORT REQUIRED.

FORM No. 8-001.—Debit and credit footings of every account in the general ledger. Monthly.

FORM No. 8-002.—Condition and operation, financial and statistical. Semi-annually.

FORM No. 8-003.—Comparative statement for present and previous year, showing earnings and expenses, and number of miles operated. Monthly.

FORM No. 8-001.

OFFICE OF COMMISSIONER OF RAILROADS, INTERIOR DEPARTMENT, WASHINGTON, D. C.

Abstract of the debit and credit footings of the general ledger of the ——— Rail ——— Company, at the close of business on ———, 188—.

[illegible]

FORM No. 8-002.

Report of the ——— Rail——— Company to the Commissioner of Railroads, Department of the Interior, Washington, D. C., for the half-year ending ———, 18—.

[Extracts from an act of Congress entitled "An act to create an Auditor of Railroad Accounts, and for other purposes," approved June 19, 1878.]

* * * * *

SEC. 3. That the duties of the said Auditor, under and subject to the direction of the Secretary of the Interior, shall be, to prescribe a system of reports to be rendered to him by the railroad companies whose roads are in whole or in part west, north, or south of the Missouri River, and to which the United States have granted any loan of credit or subsidy in bonds or lands.

* * * * *

SEC. 4. That each and every railroad company aforesaid which has received from the United States any bonds of the said United States, issued by way of loan to aid in constructing or furnishing its road, or which has received from the United States any lands granted to it for a similar purpose, shall make to the said Auditor any and all such reports as he may require from time to time, and shall submit its books and records to the inspection of said Auditor or any person acting in his place and stead, at any time that the said Auditor may request, in the office where said books and records are usually kept; and the said Auditor, or his authorized representative, shall make such transcripts from the said books and records as he may desire.

SEC. 5. That if any railroad company aforesaid shall neglect or refuse to make such reports as may be called for, or refuse to submit its books and records to inspection, as provided in section four of this act, such neglect or refusal shall operate as a forfeiture, in each case of such neglect or refusal, of a sum of not less than one thousand nor more than five thousand dollars, to be recovered by the Attorney-General of the United States in the name and for the use and benefit of the United States; and it shall be the duty of the Secretary of the Interior, in all such cases of neglect or refusal as aforesaid, to inform the Attorney-General of the facts, to the end that such forfeiture or forfeitures may be judicially enforced.

SEC. 6. This act shall apply to any and all persons or corporations into whose hands either of said railroads may lawfully come, as well as to the original companies.

SEC. 7. This act shall take effect on and after the first day of July, anno Domini eighteen hundred and seventy-eight.

TITLE, HISTORY, ADDRESSES, &C., OF COMPANY.

Corporate name, or title:

Date of incorporation:

Previous name or names:

Date of opening entire main line to public business:

With what other companies consolidated, and dates of consolidation:

Length and termini of projected road:

Termini of main line and of branches as constructed:

Location of principal business office (where stockholders and directors meet)

Location of offices for transfer of stock:

Location of offices for payment of interest:

Location of general business or operating office:

Present number of stockholders:

Date of annual meeting for election of directors

Dates of regular meetings of directors:

Date of close of company's fiscal year:

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.						
	No. of shares.	Common.	Preferred.	Total.		
Authorized by law or charter.....						
Issued for actual cash.....						
Issued on account of construction.....						
Issued for purchase of other lines.....						
Issued for other purposes.....						
Total issued.....						
Amount outstanding.....						
Increase during the half-year.....						
Decrease during the half-year.....						
Par value of shares, \$; average price at which stock was disposed of, \$ per share; rate of interest or dividend on preferred stock, per cent.						
FUNDED DEBT.						
Designation of lien.	Coupon or registered bonds.	Interest, rate per cent. per annum.	Date of issue.	Term, years.	Amount.	Amount realized thereon.
Total.....						

ADDITIONS AND BETTERMENTS TO ROLLING STOCK.

ITEM.	CHARGED TO EQUIPMENT ACCOUNT.	CHARGED TO OPERATING EXPENSES.
Locomotives—four-driver.....		
Locomotives—six-driver.....		
Locomotives.....		
Cars—sleeping, dining, and parlor.....		
Cars—officers', directors', pay, &c.....		
Cars—baggage.....		
Cars—express.....		
Cars—mail.....		
Cars—combination.....		
Cars—freight—box.....		
Cars—freight—flat.....		
Cars—coal.....		
Cars—stock.....		
Cars—hay.....		
Cars—caboose.....		
Cars—dump or gravel.....		
Cars—section or push.....		
Cars—hand.....		
Cars—wrecking.....		
Cars—derrick.....		
Snow-plows and sweepers.....		
Ice choppers.....		
Snow-plows and shovels.....		
Total.....		

A measured valuation of all rolling stock and equipment for taxation, \$

RAILROAD ACCOUNTS.

697

EARNINGS.						
MONTH.	PASSENGER.	FREIGHT.	MAIL.	EXPENSES.	MISCELLANEOUS.	TOTAL.
FOR THE HALF YEAR IN DETAIL.						
Total.....				WARD BOUND.		TOTAL.
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OPERATING EXPENSES.

MONTH.	CONDUCTING TRANSPORTATION.	MAINTENANCE OF WAY.	MOTIVE POWER.	MAINTENANCE OF CARS.	GENERAL EXPENSES. (including taxes.)	TOTAL.	
Total							
CLASSIFICATION.							
DISTRIBUTED AS PER ACCOUNTS KEPT.							
				DISTRIBUTION NOT ASCERTAINED.	TOTAL.		
				Freight.			
				Passenger			
Station expenses:							
site, watermen, s, yard masters, stationery and s and office ex- portation, wharf payment, car in- passenger and m, incidental ex-							
Casualties:							
To include damages for injuries to individuals, loss and damage to freight and baggage, stock killed, damages from fire from locomotives; wrecking expenses, carriers insurance, etc							

OPERATING EXPENSES--Continued.

CLASSIFICATION.	DISTRIBUTED AS PER ACCOUNTS KEPT.		DISTRIBUTION NOT AS- CERTAINED.	TOTAL.
	Passenger.	Freight.		
Maint T				
shop- ties; fuel, and oil; grease; oil; steel shop				
Motive power: To include engineers, firemen, wipers, and shop foremen; fuel and light for machine shops, stationery and printing; oil, tallow, waste and necking for engines; rent of engines; repairs of engines; patterns and tools; incidentals.				
Fuel and water: To include coal and wood; laborers and watchmen at fuel and water stations; incidental expenses, &c.				
Maintenance of cars: To include labor and material used in repairs of cars, of car- shop tools and machinery; fuel and light for car-shops; incidentals.				
Taxes. National, State, county, and city. Insurance and losses by fire. On general offices, station buildings, shops, &c. Rental of leased lines.				
Total				

REVENUE AND EXPENDITURES.

REVENUE.	AMOUNT.	EXPENDITURES.	AMOUNT.
Earnings			
Profits on stocks of			
Profits on bonds of			
Dividends on stock			
Interest on bonds			
Profits on miscellaneous investments			
Interest on miscellaneous investments			
Receipts of the land department			
		New equipment	
		Dividends	
		Expenses of the land department	
		One-half of compensation retained by United States	
		Five per centum of net earnings paid to United States	
		United States sinking-fund requirement	
Total		Total	

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[illegible]

OPERATIONS OF THE LAND DEPARTMENT—FINANCIAL.

RECEIPTS.	CONGRESSIONAL LANDS.	ALL LANDS.	EXPENSES.	CONGRESSIONAL LANDS.	ALL LANDS.
From all cash sales of lands.			Salaries		
From first payment on time sales			Advertising		
during half year			Stationery and printing		
From principal on previous time			Conveyancing		
sales			Office expenses		
From interest on time sales			Taxes		
From all cash sales on town lots					
From first payments on time sales					
of town lots					
From principal on previous time					
sales of town lots					
From interest on sales of town lots					
Total			Total		
Total receipts from all sales to date			Outstanding on account of time sales, principal		
Average price per acre			Outstanding on account of time sales, interest		
Average price per acre			Outstanding on account of time sales, total		
Average price per acre			Acres sold by Government to date		
Minimum price per acre			Acres sold from same		
Maximum price per acre from sales (not town lots)			Balance owned by company		
Minimum price per acre now asked (not town lots)					
Maximum price per acre now asked (not town lots)					
Average price per acre now asked (not town lots)					

OPERATIONS OF THE LAND DEPARTMENT--STATISTICAL.

RAILROAD ACCOUNTS.

CONGRESSIONAL LANDS.

ACQUIRED.	During the half year, number of acres.	Total at close of the half year, number of acres.	DISPOSED OF.	During the half year, number of acres.	Total at close of the half year, number of acres.
By United States patent.....			For cash		
By patent of State of.....			On time contracts		
By.....			As town lots, for cash.....		
By.....			As town lots, on time contracts		
By.....					
By.....			Reclaimed by the United States.....		
By cancellation of contracts.....			Total.....		
Total					

MISCELLANEOUS LANDS.

ACQUIRED.	During the half year, number of acres.	Total at close of the half year, number of acres.	DISPOSED OF.	During the half year, number of acres.	Total at close of the half year, number of acres.
By purchase of			For cash		
By.....			On time contracts		
By.....			As town lots, for cash.....		
By.....			As town lots, on time contracts		
By.....					
By cancellation of contracts			Total.....		
Total					

TRAFFIC AND MILEAGE STATISTICS—PASSENGER.

TEM.	—WARD BOUND.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.
Passengers carried:						
Government						
Commercial						
Commutation and ferry						
Free						
Total						
Carried one mile:						
Government						
Commercial						
Commutation and ferry						
Free						
Total						
Miscellaneous:						
Trains run, number of						
Revenue-train mileage						
Cars run (a), number of						
Cars run one mile (a)						
Earnings per passenger						
Earnings per passenger per mile ..						
Locomotive mileage						
Total cost per mile run						

(a) Including mail, baggage, and express cars.—N. B. The number and mileage of mixed trains should be apportioned to "passenger" and "freight," according to gross weight of cars.

ITEM.	——WARD BOUND.			——WARD BOUND.			IN BOTH DIRECTIONS.		
	Through.	Way.	Total.	Through.	Way.	Total.	Through.	Way.	Total.
Tons carried:									
Government.....									
Commercial—Coal.....									
Other.....									
Company—Coal.....									
Other.....									
Free.....									
Total.....									
Tons carried one mile:									
Government.....									
Commercial—Coal.....									
Other.....									
Company—Coal.....									
Other.....									
Free.....									
Total.....									
Miscellaneous:									
Trains run, number of.....									
Trains run one mile.....									
Cars (loaded) run.....									
Cars (loaded) run one mile.....									
Cars (empty) run.....									
Cars (empty) run one mile.....									
Earnings per ton.....									
Earnings per ton per mile.....									
Locomotive mileage.....									
Total cost per mile run.....									

N. B.—The number and mileage of mixed trains should be apportioned to "passenger" and "freight," according to gross weight of cars.

TARIFF IN FORCE AT CLOSE OF HALF YEAR.

CLASSIFICATION.	LOCAL.	THROUGH.	JOINT.	LOWEST ON SPECIAL CONTRACT.
FREIGHT:	<i>Average.</i>	<i>Average.</i>	<i>Average.</i>	
1st class, per ton per mile.....				
2d class, per ton per mile.....				
3d class, per ton per mile				
4th class, per ton per mile.....				
General average				
EXPRESS:				
PASSENGER:				
1st class, per passenger per mile				
2d class, per passenger per mile.....				
Emigrant, per passenger per mile.....				
Commutation, per passenger per mile....				
General average				
Sleeping car	per night.	per trip.		
Parlor car	per diem.	per trip.		
Chair car	per diem.	per trip.		

EXPRESS AND TRANSPORTATION COMPANIES, ETC.

Brief statement of all existing contracts and agreements with express companies:

Brief statement of all existing contracts and agreements with sleeping-car or dining-car companies

Brief statement of all existing contracts and agreements with freight or transportation companies

Brief statement of all existing contracts and agreements with other railroad companies, steamboat or steamship companies, or other companies or persons, concerning the transportation of freight or passengers:

Brief statement of the terms and conditions of all existing leases affecting this company (giving corporate names of parties), including all contingent liabilities, and agreements for the use of track:

TELEGRAPH.

Contracts and agreements—General terms and conditions.

CHARACTERISTICS OF ROAD.

TRACK.	MILES.							
	Owned.				Leased.		Total operated.	
	Constructed during half year.		At close of half year.					
Length of main line: From _____ to _____								
Length of branch lines: From _____ to _____								
Total length of road								
Length of double track								
Length of sidings on main line								
Length of sidings on branch or division								
Total length of sidings								
Total length of track								
RAILS IN TRACK.								
American iron:								
Maximum weight per yard								
Where located								
Minimum weight per yard								
Where located								
American steel:								
Maximum weight per yard								
Where located								
Minimum weight per yard								
Where located								
Foreign iron:								
Maximum weight per yard								
Where located								
Minimum weight per yard								
Where located								
Foreign steel:								
Maximum weight per yard								
Where located								
Minimum weight per yard								
Where located								
Total miles of steel rail								
Total miles of iron rail								
CROSS-TIES.								
Maximum number per mile								
Minimum number per mile								
Average number per mile								
Kind								
Average size								

CHARACTERISTICS—Continued.

TRACK.	OWNED.				Leased.		Total operated.	
	During the half year.		At the close of half year,					
Track-ballast:								
Stone, in miles								
Gravel, in miles								
Cinder, in miles								
Earth, in miles								
Grades:								
Maximum								
Where!								
Minimum								
Where!								
Longest grade								
Where!								
Longest level								
Where!								
Total grades								
Total level								
Alignment:								
Maximum curvature								
Where!								
Longest tangent								
Where!								
Total curved line								
Total straight line								

CHARACTERISTICS—Concluded.

BRIDGES.	CONSTRUCTED DURING HALF YEAR.				TOTAL AT CLOSE OF HALF YEAR.			
	No.	No. of spans or arches.	Longest span or arch, feet.	Aggregate length, feet.	No.	No. of spans or arches.	Longest span or arch, feet.	Aggregate length, feet.
Stone								
Iron, suspension								
" truss								
" girder								
Combination, Howe truss ..								
" Pratt " ..								
Wood, Howe truss								
" Pratt "								
" girder (on masonry) ..								
" trestle								
" piling								
Total								

MISCELLANEOUS CHARACTERISTICS.

Bridges, total number		Fencing, miles	
Draw-spans, "		Cattle-guards, number	
Character of draw-signals		Crossings, railroad, at grade, number ..	
Location of draw-signals (with refer-		" " above grade, number ..	
ence to track)		" " under grade, " ..	
Minimum distance of signal from draw.		" highway, at grade, number ..	
Culverts, open, number		" " above grade, number ..	
" box, "		" " under grade, " ..	
" arch, "		Stations used jointly with other com-	
" total number		panies, number	
" aggregate span, in feet		Stations used solely by this company,	
Tunnels lined with wood, number		number	
" " " length in feet.		Passenger buildings, number	
" " " brick, number		Hotels, number	
" " " length in feet.		Boarding and tenement houses, number ..	
" " " stone, number		Freight depots and warehouses, " ..	
" " " length in feet.		Combination (freight and passenger)	
" total number		buildings, number	
" aggregate length, in feet		Grain elevators, number	
Longest tunnel, "		Water stations, "	
Gauge of track		Fuel stations, "	
Telegraph owned by company, miles of		Engine-houses, "	
line		Stalls in engine-houses, number	
Telegraph owned by company, miles of		Turn-tables, wrought iron, number ..	
wire		" cast iron, " ..	
Miles of wire operated by company		" wooden, " ..	
Miles of wire operated by telegraph		Machine-shops, number	
company		Car-shops, number	
Average number of poles per mile		Section or tool houses, number	
Size of wire			

DESCRIPTION OF ROLLING STOCK—OWNED.

Locomotives.	Number added during half-year.	Total number at close of half-year.	Weight of heaviest locomotive, with fuel and water aboard, pounds.	Wheel-base of heaviest locomotive, feet.	Weight of heaviest tender, without fuel and water, pounds.	Wheel-base of heaviest tender, feet.	Number of wheels under heaviest tender.	Capacity of heaviest tender.		Length of locomotive and tender coupling, feet.
								Water, gallons.	Fuel, tons or cords.	
With 8 drivers.....										
With 6 drivers.....										
With 4 drivers.....										
Total										
Locomotives with train brakes, number.....										
Kind of brake										
8-driver locomotives,				6-driver locomotives,		4-driver locomotives.				
Cars.										
Passenger department:										
Parlor										
Hotel.....										
Sleeping.....										
Chair.....										
First class.....										
Second class.....										
Emigrant										
Mail.....										
Baggage.....										
Express										
Combination										
Total.....										
Freight department.....										
Box										
Stock										
Coal										
Flat										

DESCRIPTION OF ROLLING STOCK--NOT OWNED.

Locomotives.	Number added during half-year.	Total number at close of half-year.	Weight of heaviest locomotive, with full and water on board, pounds.	Wheel base of heaviest locomotive, feet.	Weight of heaviest tender without fuel and water, pounds.	Wheel base of heaviest tender, feet.	Number of wheels under heaviest tender.	Capacity of heaviest tender.		Length of locomotive and tender, coupling to coupling, feet.
								Water, gallons.	Fuel, tons or cords.	
With 8 drivers.....										
With 6 drivers.....										
With 4 drivers.....										
Total.....										
Locomotives with train-brakes, number.....										
Kind of brake.....				2-driver locomotives,			3-driver locomotives,		4-driver locomotives,	
Cars.	Number added during half year.	Total number at close of half-year.	Weight of heaviest car in pounds.	Number of wheels under heaviest car.	Length of heaviest car from coupling to coupling, feet.	Number of cars fitted with coupler and platform.				
Passenger department:										
Parlor.....										
Hotel.....										
Sleeping.....										
Chair.....										
First class.....										
Second class.....										
Emigrant.....										
Mail.....										
Baggage.....										
Express.....										
Combination.....										
Total.....										
Freight department:										
Box.....										
Stock.....										
Coal.....										
Flat.....										

Combination								
Caboose								
Total								
Road and miscellaneous:								
Officers', directors', pay, &c								
Dump, gravel, construction, &c								
Wrecking, snow-plows, sweepers, &c								
Hand								
Push								
Total								

MISCELLANEOUS.

TRAIN ACCIDENTS.

Collisions	
Derailements	
Defective bridges	
Fires	
Accidental	
Malicious	
Unexplained	

WAGES PAID.

General officers	average per annum..	\$
Clerks in general offices	do	
Road-masters	do	
Section foremen	do	
Day laborers	average per day..	
Station agents	average per annum..	
Clerks at stations	do	
Other help at stations	average per day..	
Conductors	average per month..	
Other train-men	do	
Yard, switch, and watchmen	average per day..	
Master mechanics	average per annum..	
Shop foremen	average per month..	
Mechanics	average per day..	
Engineers	do	
Firemen	do	
Carpenters:		
Bridge	average per month..	
Car-shops	do	
Other employés	average per day..	

Form No. 8-003.

STATEMENT OF THE EARNINGS AND EXPENSES OF THE — RAIL — FOR — 188— AND 188—.

Earnings.	188—.	188—.	Expenses.	188—.	188—.
Passenger			Conducting transportation		
Freight			Maintenance of way		
Mail			Motive power		
Express			Maintenance of cars		
Miscellaneous			General expenses and taxes		
Total			Total		
			Net earnings		

MILES OF ROAD OPERATED.

Miles reported last month	
Increase during present month (from and to what points)	
Total miles operated at close of present month	
Total miles operated at corresponding time last year	
Average number of miles operated during present month	
Average number of miles operated during corresponding time last year	

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To the COMMISSIONER OF RAILROADS, Washington, D. C.

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